WARNING: The following document is a demonstrable fraud that was first sent to 9/11 truth organizations anonymously in June 2012 and is being circulated via email. A detailed debunk of some of the bogus claims that are being presented as "absolute fact" is available at the Pilots For 9/11 Truth & Citizen Investigation Team research forums.

Google:
Bogus "Dakota Report" Debunked

Dakota Report

Dear recipient,

You have just received the most important set of classified information in recent history. This thirty page report contains precise classified information regarding Sept. 11th 2001 and its related subsets. Absolutely nothing contained within this report is opinion, conjecture or theory. The entirety of this report, from beginning to end, is crammed with absolute facts regarding said date.

Initially the density, spread and volume of information contained within may be overwhelming and may at first appear confusing. If concerns or question arise take a deep breath and highlight or jot down the question with the understanding that it will be addressed at some point within the report. This is so because of how we had to compile and translate the data into sections or blocks that are understandable for this format. We are aware that this potentially makes the information more difficult to read and for this we apologize. Although unorthodox, we have chosen this specific method of first contact primarily to protect our identities.

The information within these pages has been assembled by several individuals of sufficient rank and position who have firsthand knowledge of Sept. 11th 2001 and/or access to the classified files regarding it. As will be explained later in this report, there are very serious and very urgent reasons why we have unanimously agreed to hastily forward this classified set of data into the public medium. The final page of this report is the most important and we suggest that it is seriously considered.

Operation NorthernShadow3
(ONS3)

Operation:

- Ops. NorthernShadow3 (aka Ops. Blatant Guardian)

ONS3 Involved EIP:

- CIA C.R.E.S.T. 22, Osama Bin Laden, 20 AXLES (Middle Eastern male recruits) and 12 DT3's (JPATS based U.S. Marshals)
  - C.R.E.S.T. 22 and DT3 are created specifically for the events of Sept. 11th 2001

ONS3 Design:

- Phase1- Recruit 20 Middle Eastern males who are or could pass for Muslim
- Phase2- Once inside the states, challenge the awareness of U.S. Intelligence by intentionally triggering suspicion
  - Global suspicions of impending attack are intentionally spread by C.R.E.S.T. 22
- Phase3- This phase has two divisions: SDA and SDB
  - (SDA) 16/20 AXLES are to test U.S. airport security:
    - Evaluate security measures at security check points within specific airports
    - Board alternate flights using alternate passports and boarding passes once security check points have been bypassed
  - (SDB) 4/20 AXLES are to evaluate U.S. Marshal (DT3) transport security aboard civilian aircraft

May 1997

- Bin Laden is contacted by CIA C.R.E.S.T.22, to recommend four Muslim males. He recommends: Wail Alshehri, Nawaf Alhazmi, Ahmed Alghamdi, Nizam Ahuja

Phase1

- Wail Alshehri, Nawaf Alhazmi, Ahmed Alghamdi and Nizam Ahuja meet with C.R.E.S.T. 22 in Germany in Nov. 1998
  - C.R.E.S.T22 requests their participation in a U.S. security exercise referred to as NorthernShadow3. All four agree and are informed that their first duty is to each recruit four additional Middle Eastern males that they personally know and trust
    - Wail Alshehri recommends seven, C.R.E.S.T.22 accepts: Abdulaziz Alomari, Waleed Alshehri, Mohamed Atta, Satam Suqami
    - Nawaf Alhazmi recommends three, C.R.E.S.T. 22 accepts all three and later recruits a fourth: Salem Alhazmi, Khalid Almihdhar, Majed Moqed, and Hani Hanjour (specifically chosen by C.R.E.S.T. 22)
    - Ahmed Alghamdi recommends nine, C.R.E.S.T 22 accepts: Hamza Alghamdi, Marwan Al-Shehhi, Mohand Alshehri, Fayez Rashid
    - Nizam Ahuja recommends five, C.R.E.S.T. 22 accepts: Saeed Alghamdi, Ahmed Alnami, Ahmad Haznawi, Ziad Samir Jarrah
      - In accordance with ONS3, they are to attract the attention of intelligence communities, beginning Jan 2nd 2000
      - Nizam Ahuja is killed in Yemen in June 2001, and was subsequently not replaced
      - Waleed Alshehri, Satam Suqami, Hani Hanjour, Hamza Alghamdi, Fayez Rashid, Marwan Al-Shehhi and Salem Alhazmi were all previously serving prison sentences at Al-Hayr prison
      - For participating in NorthernShadow3, all AXLES agree to the following terms: At the conclusion of NorthernShadow3 all must be taken to an undisclosed location where they must remain for several years. All remaining AXLES are ultimately taken to F-1391 Israel and are gradually released between May 1st 2003-July 11th 2006
      - All AXLES are under the assumption that they are participating in a U.S. security simulation
      - In exchange for their cooperation in ONS3, AXLES are given $410k. Those who were previously incarcerated were offered premature release and $65k. Alhazmi, Almihdhar, Atta and Hanjour are offered $750k, $795k, $530 and $600k respectively
      - Alhazmi, Almihdhar, and Hanjour undergo cosmetic surgery in Yemen

Phase2

- Make the U.S. Intelligence appear incompetent and in need of remodeling. This appearance of incompetence will be used to validate future operations. To achieve this, all AXLES are required to live as 'free Americans" while within the borders of the United States. Agents are in place to prevent any investigative entity from discovering the true function of the AXLES. The main agenda is allowing the agencies to gather information and create paper-trails on the AXLES without apprehending them. AXLES are required by C.R.E.S.T.22, to fulfill the following obligations:
  - Establish bank accounts and transfer/receive funds within the U.S. and to accept funds received from foreign powers
  - Apply for loans, scholarships, visas, residency, phone service and open various lines of credit
  - File police reports/law suits and break minor U.S. laws (not to exceed Class C Misdemeanor status)
  - Travel freely within the U.S. and leave and return to the U.S. no less than 2x
  - Make interests known about specific U.S. landmarks
  - Post names within public domains and attend aviation classes of no less than 20 hours
  - To speak several short predetermined sentences (called "spits") into a recording device
    - These recordings will later be broadcasted by Oscar (E-4B) with the intention of interception by ATC

Phase3 (SDA)

- 15/19 AXLES purposefully raise suspicion at security check points within specific airports, then immediately board alternate flights. AXLES are told they are participating in a security simulation at the airport which evaluates whether or not airport security would become aware of such an action
  - To purposefully trigger suspicion at security check points within the airport, 11/15 are required to keep a small chromium plated coin in either the right front pocket or right rear pocket to trigger metal detectors and some are required to keep either a D-cell battery or 6 volt battery in their luggage. Once the security check points are bypassed, DT3's give 15/19 AXLES alternate identification documents and boarding passes. These alternate flights immediately take 15/19 AXLES out of the United States and into West Africa
    - Wail Alshehri , Abdulaziz Alomari, Waleed Alshehri, Mohamed Atta, Nawaf Alhazmi, Salem Alhazmi, Khalid Almihdhar, Hani Hanjour , Ahmed Alghamdi, Hamza Alghamdi, Marwan Al-Shehhi, Mohand Alshehri Saeed Alghamdi, Ahmed Alnami, Ziad Samir Jarrah

Phase3 (SDB)

- Satam Suqami, Majed Moqed, Fayez Rashid and Ahmad Haznawi are under the assumption that they are to simulate prisoners that are being escorted by 4 DT3 U.S. Marshals each with the exception of Flight 93. It is these DT3's that take over and fly Flights 11, 77, 175 and 93 to NAES, NJ and ultimately to SA. They are pre-equipped with all necessary training, aircraft specific keys and codes and are using identification depicting the names of the other 15 AXLES to board these flights
  - Satam Suqami boards Flight 11 with 4 DT3 agents
  - Majed Moqed boards Flight 77 with 4 DT3 agents
  - Fayez Rashid boards Flight 175 with 4 DT3 agents
  - Ahmad Haznawi boards Flight 93 with 3 DT3 agents
    - Majed Moged and Ahmad Haznawi are killed by DT3 between take off and NAES arrival. Their bodies are preserved and used as evidence
    - C.R.E.S.T.22 arranges for minimal standard passengers to be present. C.R.E.S.T.22 compensates airlines $375 per empty seat

AAFL-11 / Plane A

TKS Directed Data

American Airlines 11: Departs Logan Int'l and lands at the Naval Air Engineering Station Lake Hurst, NJ
Plane A: Is an automated Boeing 737-400 and is used to impact WTC1

7:55a.m.
- (B1) American Airlines 11 (AAFL-11) cockpit overtaken by DT3 while AAFL-11 waits to taxi

7:57a.m.
- (B1) AAFL-11 lift off Logan Int'l. Adjusts heading to 295
  - AAFL-11's transponder remains active until B2 is reached

8:02a.m.
- (A1) Plane A lifts off from Burlington Int'l. Adjusts heading to 270 climbing to 26,000 ft.
- ATC is informed that Plane A is part of a current regional military exercise codenamed Carbon Shield
  - FX: Regional ATC is informed that Plane A is an automated aircraft that is designed to elude military intercepts and will be randomly appearing in and out of broadband contact during the exercise
  - A nearby E4-B (Oscar) is broadcasting information and communication to ATC on behalf of Planes A and B

8:12a.m.
- (A2) Plane A decreases speed, descending below radar
  - ATC is to assume that Plane A continued heading 270
  - DRFM is activated

8:20a.m.
- (DEZ-X) Plane A approaches Directional Exchange Zone X (DEZ-X) and increases speed

8:23a.m.
- (B2-B4) AAFL-11 decreases speed and descends below radar. Once below radar the transponder is disabled and speed is reduced to 217 mph for the next 19 miles

~8:25a.m.
- (A4) Plane A begins ascent 7 miles north of Lake Piseco
  - DRFM is deactivated
  - PBX Transponder Hopper is activated. Plane A is electronically mimicking AAFL-11
  - ATC is to assume that Plane A is AAFL-11 and vice versa

8:28a.m.
- (B4) AAFL-11 begins a gradual ascent and adjusts heading to 175 and increases speed

8:46a.m.
- (A6) Plane A impacts WTC1
  - ~6 miles prior to impact Plane A begins a gradual descent to near impact altitude and begins communication with the generalized RFR beacon that is attached to the antenna atop WTC1
  - ~1.2 miles prior to impact Plane A links with the localized target identifier in WTC 1
  - STARKS data shows mach 0.4376 as impact speed

9:02:49a.m.
- (B5) AAFL-11 lands at the Naval Air Engineering Station (NAES) Lake Hurst, NJ
  - AAFL-11 is immediately pulled into Air Dock Hangar #5 directly behind UAFL-175
  - ATC is to postulate that Plane A descended below radar and continued its heading

Call Signs and Internal references:

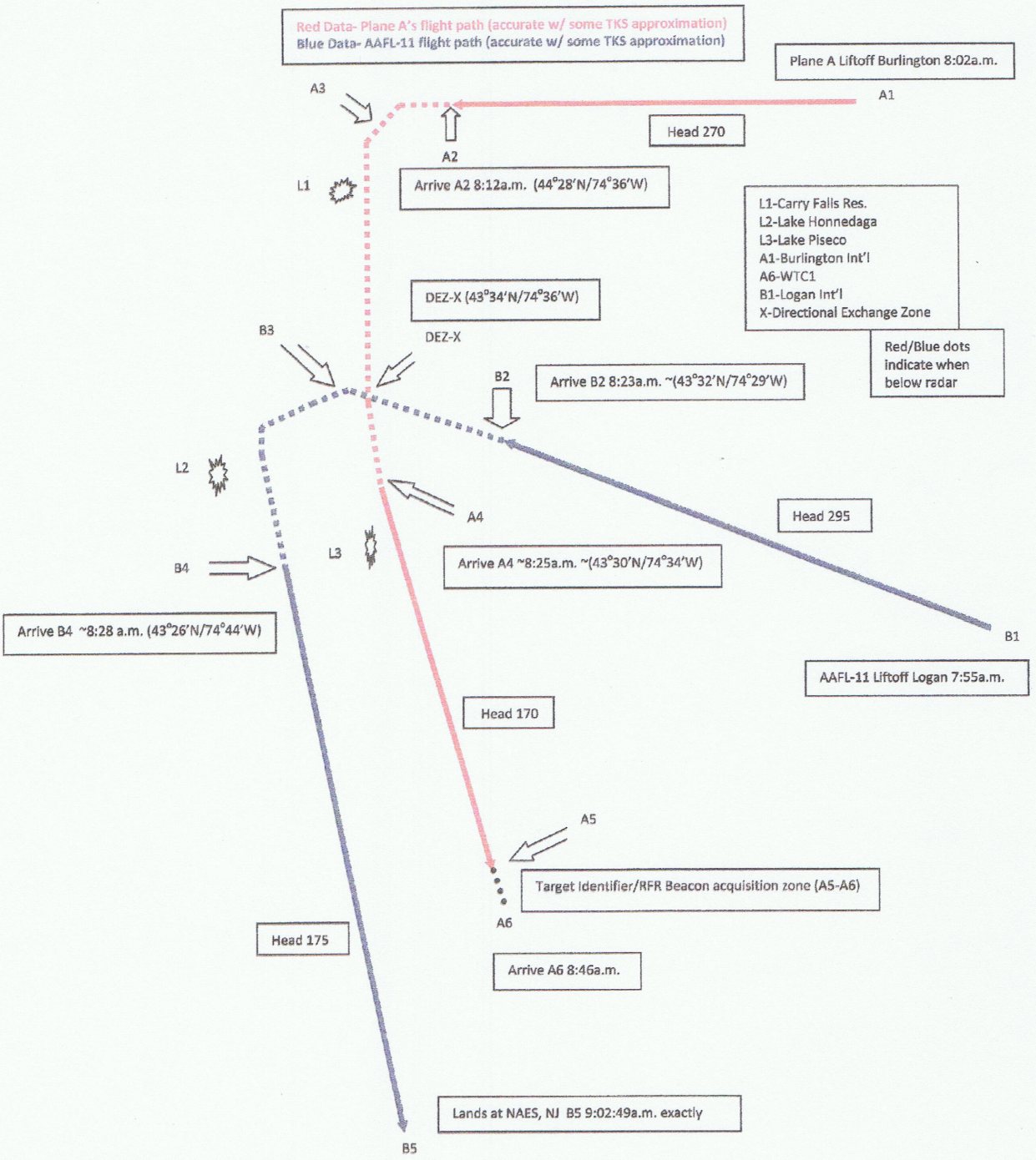
AAFL-11
- Call Sign: ATC standard
- Internal reference: Allison

Plane A
- Type: Boeing 737-400
- Status: Automated
- Call Sign: N/A
- Internal reference: Mercy

E4-B
- Call Sign: Angel Eye niner-two-four
- Status: Manned
- Internal reference: Oscar
- Location: High altitude holding pattern near Aberdeen, MD 142 miles S.W. of NYC
  - Arrive: 6:49a.m.
  - Depart: 8:58a.m.

AAFL-11 / Plane A

STARKS Directed Data



STKS Docket-1211SR-18A

UAFL-175 / Plane B

TKS Directed Data

United Airlines 175: Departs Logan Int'l and lands at the Naval Air Engineering Station Lake Hurst, NJ
Plane B: Is an automated Boeing 737-400 and is used to impact WTC2

~8:11a.m.
- The cockpit of United Airlines 175 (UAFL-175) is over taken by DT3 while waiting to taxi

8:15a.m.
- ATC clears UAFL-175 for takeoff

8:47a.m.
- The transponder is disabled

8:53a.m.
- (B3) UAFL-175 decreases speed and descends below radar

8:55:02
- (B4) Plane B begins to taxi NATF runway
  - UAFL-175 flies directly over Plane B as it is taxiing down B4

8:55:13
- (B5) UAFL-175 lands at the Naval Air Engineering Station Lake Hurst, NJ
  - UAFL-175 is immediately pulled into Air Dock Hangar #5

8:55:38
- (B4) Plane B lifts off NATF runway, adjusts to heading 21, climbing to 22,900 ft.
  - Plane B appears on radar ~3 miles south of Jackson, NJ
  - ATC is to assume Plane B is UAFL-175
    - It was calculated that any witnesses would assume they viewed a single plane that had aborted its landing
      - A nearby E4-B is broadcasting information and communication to ATC on behalf of Planes A and B

9:03a.m.
- (A3) Plane B impacts WTC2
  - ~7.5 miles prior to impact Plane B begins a gradual descent to near impact altitude and begins communication with the generalized RFR Beacon attached to WTC1 antenna
  - ~0.9 miles prior to impact Plane B links with the localized target identifiers in WTC2
  - STARKS data shows mach 0.4184 as impact speed

Problems:
Approximately 3680 ft. prior to impact, Plane B stops communicating with its localized target identifier. A CSO aboard the Air Force E4-B (Oscar) immediately takes over control of Plane B and redirects it into its target

Call Signs and internal references:

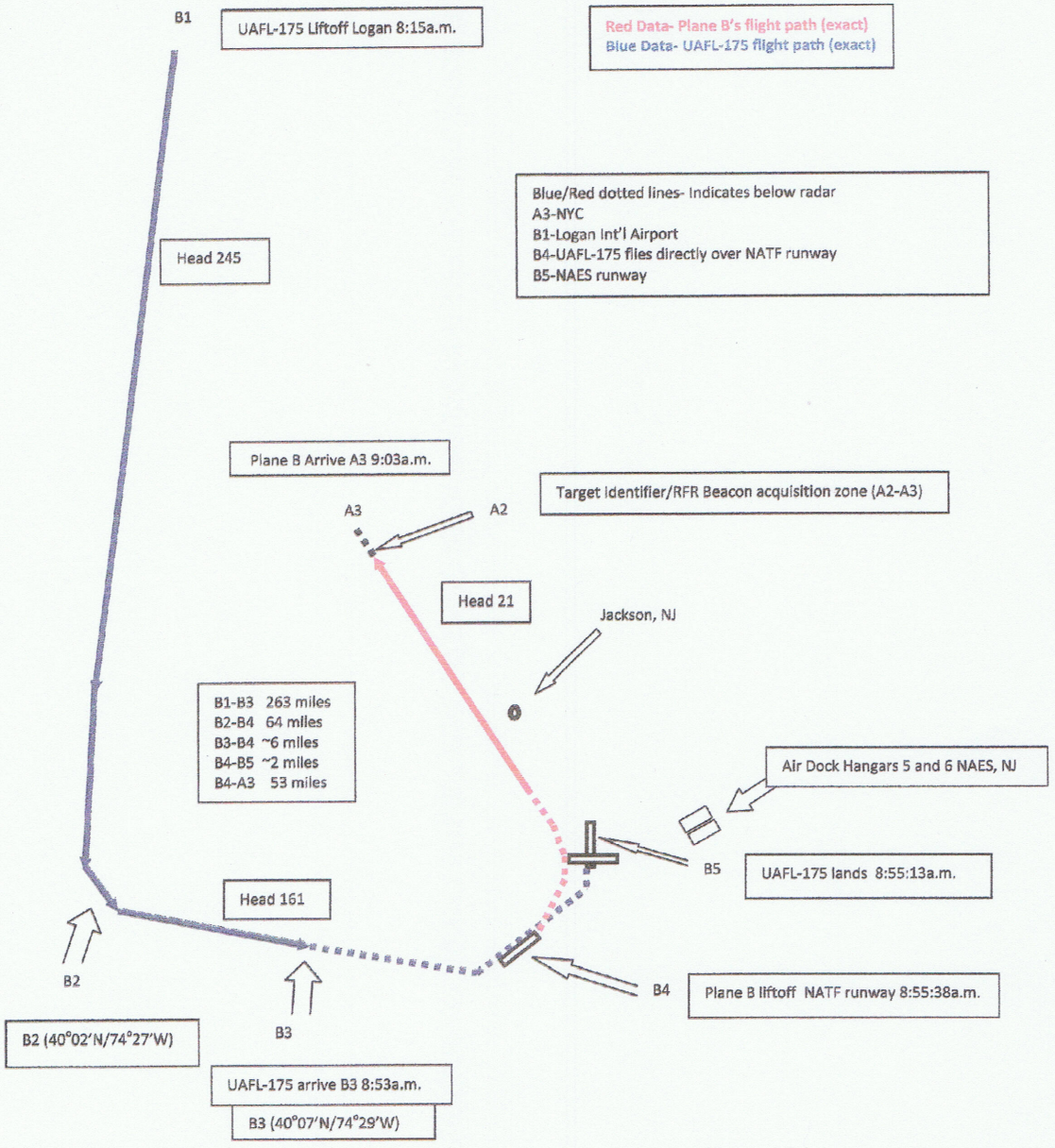
UAFL-175:
- Call Sign: ATC standard
- Internal reference: Isabella

Plane B
- Type: Boeing 737-400
- Status: Automated
- Call Sign: N/A
- Internal reference: Affinity

E4-B
- Call Sign: Angel Eye niner-two-four
- Status: Manned
- Internal reference: Oscar
- Location: High altitude holding pattern near Aberdeen, MD 142 miles S.W. of NYC
  - Arrival: 6:49a.m.
  - Depart: 8:58a.m.

UAFL-175 / Plane B

STARKS Directed Data



STKS Docket 1301 SR-10.0SD

Material Addendums-Modifications to Planes A/B and WTC1/WTC2

Major areas of focus:

- Absolute façade breach
  - The fuselage, main wings and stabilizers of Planes A&B must completely penetrate façade intact. Several strict protocols prohibit any inert components from being cleaved off during the penetration process. Tower and Plane modifications are made to facilitate absolute penetration of fuselage, primary wings and stabilizers
- Inhibit perforation of Plane debris
  - Large sections of Plane debris must not perforate opposing facades. Small debris that perforates opposing facades must have unrecognizable quality in less than nominal quantities
- Control of the immediate pre-collapse impact scene
  - Debris from Planes A/B must not be allowed to be removed from WTC1 or WTC2 either intentionally or accidently via any personnel. This protocol includes equipment used in the facilitation of breach and collapse
- Electronic components and navigation

Absolute façade breach:

- WTC1/WTC2 building modifications
  - The impacted facade of each tower is reduced to 25% of its original thickness from the inside of the building. To compensate for potential errors, one floor above and one floor below the intended impact floor is also reduced
    - WTC1- 95th, 96th, 97th floor
    - WTC2- 80th, 81st, 82nd floor
- WTC1/WTC2 breach addendums
  - Each tower has a single Cyclonite Composition CH6 shape charge that is placed on the external surface of the pre-impacted façade. The design of the charge propels the debris into the building. Each charge contains 1,030 grams of Cyclonite Composition. CH6 shape charges contain a proximity sensor for ignition timing
    - Primary FX: Localized façade rupture for facilitated fuselage penetration
      - Each Plane impacts façade within 15' of localized rupture
    - Secondary FX: Widespread façade micro-fracture for relieved primary and secondary wing penetration
- Planes A/B modifications (Boeing 737-400)
  - Planes A/B have identical structural modifications that facilitate façade breach
    - Standard radome- replaced with a 3cm thick hardened steel dome
      - Steel dome is slightly more extended and angular than standard dome for assisted redirection of contact energy
    - Main Wings- Each main wing is extended 14'7". Stabilizer size is increased to achieve common aspect ratio
    - Fuselage- The standard length of the fuselage of each Boeing is increased
      - The entire aft section of the fuselage is temporarily separated from the rest of the fuselage via a series of rise and run cuts that begin ~8' from the stern at the bottom of the fuselage and terminates at the top of the fuselage ~3.5' forward of where the fuselage and the base of the vertical stabilizer begin their standard connection. A 36' section of prefabricated fuselage with mating ends is used to reconnect the Boeings
    - Multi-sectional steel plates are attached over the anticipated major contact points
      - The leading edges of the main wings and stabilizers
    - Fuel- removed from wings and placed inside two internal pods near the aft section
    - Primary wings- Most cavities are filled with a self-hardening closed-cell foam
    - Stabilizers- All cavities are filled with open-cell aluminum foam. The terminal section of the fuselage contains internal crumple zones designed to redirect impact energy from the stabilizers to these crumple zones. This design allows the area to flex and crumple downward without detachment

Pre-collapse scene control:

- WTC1/WTC2 modifications:
  - All events are designed using four factors: minimal damage, minimal casualties, minimal economic loss and maximum consternation. An artificial time buffer is allotted to allow the maximum number of tenants below the impact site to escape. However, it is predetermined that no personnel above the impact site will be allowed to pass through the impact scene and exit the building. Steps are also taken to decrease the probability of personnel ascending to the impact scene and descending with material form or verbal communication. It is critical that no material, verbal or photographic evidence is allowed to depart the buildings
    - Communication dampers are placed in WTC1/WTC2 every 11th floor. Placement begins on the 29th floor
      - WTC1- 29th floor - 107st floor (38th – 51st floors are excluded)
      - WTC2- 29th floor – 93rd floor (38th – 51st floors are excluded)
    - CL-20 is used use to destroy all means of entering the impacted area from either above or below
    - Ventilation ducts from the 93rd-99th floors (WTC1) and 78th-101st floors (WTC2) are isolated from the standard duct system. Several seconds after impact, anhydrous ammonia vents into this duct system. The automated design is triggered by the impact and will deter anyone from passing through these floors
    - Emergency personal was another threat consideration considering that they may possess specialized equipment (i.e. ladders, self contained breathing equipment, communication etc.) that may allow them to

access the impact area if reached. To minimize them as a risk, several elevators are disabled shortly after impact to increase their ascent time. As a final precaution, the information of all emergency personnel within the surrounding area is accumulated prior to Sept. 11th 2001 with the intention of termination of any subject who, through whatever means, accesses the impacted floors and manages to leave the building alive

Debris containment:

- It was calculated that various Plane components posses the necessary kinetic energy and mass configuration to potentially perforate adjacent façades and exit the towers. Several steps are taken to mitigate such factors
  - WTC1/WTC2 are structurally enhanced on the anterior impact side of each core lengthwise
    - 5cm diameter steel rods form a multi-sectional interconnected lattice framework directly in front of, and attached to, the anterior of each core's impact side. The lattice extends horizontally for ~121' and spans 3 floors vertically to cover projected impact zones (directly in line with thinned façade). Planes must impact the widest side of each core for the design to be effective and must not impact in excess of mach 0.447
  - Plane A/B debris control
    - Engine- a large section of the housing of each engine is covered with a heat absorbing foam spray. 6,000 grams of an HMX-TNT mixture is directly attached to this foam. The explosive is spread over the surface of the foam unequally with ~75% of mass concentration on the lateral side (concentration is in spread not depth). A thin layer of shock absorbing, self-adhesive foam is sprayed over the explosive and immediate area. A thin sheet of steel is wrapped around the area and spot welded to hold its form. Three (0.4cm thick, 10cm wide) steel straps are wrapped around, and welded to, the solid sheet. A larger engine housing is placed around the entire construction and painted. The entire addendum does not exceed 17cm of depth above standard. The intended result is to medially redirect each engine's forward momentum and fragment its volume into several smaller components that are more likely to become ensnared by the combination of the core itself and lattice framework
      - Impact sensors are placed just behind the steel radome; sensors are placed at the beginning, middle and end of each starboard and port main wing and twleve along the projected impact surfaces of the vertical and horizontal stabilizers. Once the sensors in the stabilizers confirm impact, all onboard explosives are electronically ignited within 0.3 milliseconds
    - 20 anchors are attached to the internal circumference of the fuselage every 10' for 80' beginning immediately behind the cockpit. Thin steel bands are attached cross-sectionally to the anchors and form a star shaped pattern. Each anchor contains a manually operated ratcheting mechanism. Each strap is locked down with ~4 foot-pounds of torque
      - Primary FX: straps inhibit the spread of large fuselage fragments during impact
      - Secondary FX: To simulate a constant implosion type stress on the hull
        - An onboard APU maintains a steady cabin pressure of 220-240 kPa
    - All nonessential materials are removed from the internal fuselage including, but not limited to, flooring, walls, ceiling, seats, etc. cockpit is excluded
    - Two lengthwise sections are completely removed from the bottom of each Plane's fuselage. Semi-circular aluminum extensions cover the full length and width of each exposed area and protrude 22cm downward
      - Sections contain additional crumple zones and a pro-tension mechanism
      - Sections maintain a uniformed horizontal tension along the base of the fuselage

Electronic and navigational addendums: (some equipment acquired through Davis-Monthan AFB)

- Primary flight control is handled remotely via a CSO on an Air Force E4-B
  - A back-up portable flight box is on standby at Beale AFB ~2 miles north of the runway
- Secondary flight control consists of the final 7 miles of flight. The Planes are intended to be controlled autonomously during this phase. Two target identifiers and an RFR beacon guide the autonomous controls. A CSO can override autonomous controls and visually direct the Planes to their targets. Such an override is required on Plane B
- All networked navigational traffic to and from each Plane is routed through a starboard offset PVC-1 modified ANAAQ20 Pathfinder pod. This pod contains various navigational sensors, a series of phased array antennas and a scaled down DRFM jammer variant
  - DRFM is used primarily during nap-of-earth profiles to frustrate accidental and/or intermittent broadband contact
- Cameras
  - Cockpit- Each cockpit contains 3 forward looking HSHQ video cameras
    - Enhancements: Processor and lens are capable of Multispectral Recognition
  - External - five small UHD video cameras, two medially located on top of each main wing, one centrally located on top of the fuselage and two on top of the vertical stabilizer.
  - Each internal fuselage contains 1 FLIR video camera and 1 low lux video camera

Other1:

- Planes A and B are Boeing 737-400's.

Other2:

- Plane A/B
  - The internal cabin temperature is a constant -2 °C
  - Internal cabins contain hygroscopic materials

AAFL-77 / Plane C

TKS Directed Data

American Airlines 77 (AAFL-77): Departs Dulles Airport and lands at the Naval Air Engineering Station Lake Hurst, NJ
Plane C: AAFL-77's aerial decoy aircraft

8:05a.m.
- The cockpit of AAFL-77 is overtaken by DT3 while waiting to taxi
  - The transponder is disabled prior to takeoff
- Plane C is waiting to taxi on a parallel runway (same direction, same time)
  - Plane C activates PBX Transponder Hopper System
    - Plane C electronically mimics AAFL-77
    - Plane C has 3 personnel

8:07a.m.
- AAFL-77 informs ATC that it needs to take off immediately
  - ATC has been informed that Plane C is part of a military exercise and will not be broadcasting
  - ATC authorizes immediate takeoff
    - ATC is to assume that AAFL-77 is Plane C and vice versa
    - ATC postpones Plane C's takeoff to permit AAFL-77's immediate take off request

8:10a.m.
- AAFL-77 takes off from Dulles Int'l, adjusts to heading 61 and climbs to 31,800 ft

8:17a.m.
- Plane C takes off from Dulles Int'l, adjusts to heading 267 climbing to 26,800 ft

8:31a.m.
- (B2) AAFL-77 decreases speed, descending below radar
  - ATC is to assume that AAFL-77 continues on heading 61 once below radar

8:36:17a.m.
- AAFL-77 lands at NAES, NJ
  - AAFL-77 is immediately pulled into Air Dock Hangar #6 directly behind UAFL-93

8:52a.m.
- (A2) Plane C decreases speed, descends and alters heading to 214

8:54a.m.
- (A3) Plane C alters heading to 83 below radar
  - ATC is to assume Plane C continues on heading 214
  - ATC is to assume that Plane C is UAFL-93 hijacked

9:37:15
- (A5) Plane C decreases speed to 377 mph and alters heading to 77

9:37:35
- (A6) Plane C flies 11'2" directly above the Pentagon's south wall

9:38:01
- A stationary explosion occurs at the Pentagon's south face
  - Plane C is at A7

9:41:01
- Plane C lands at Reagan Int'l Airport

Problems: Yes
Plane C takes off several minutes behind intended schedule. Plane C was scheduled to arrive at A6 at 9:35:30 and immediately land at Reagan Int'l Airport following the (XR1) route.

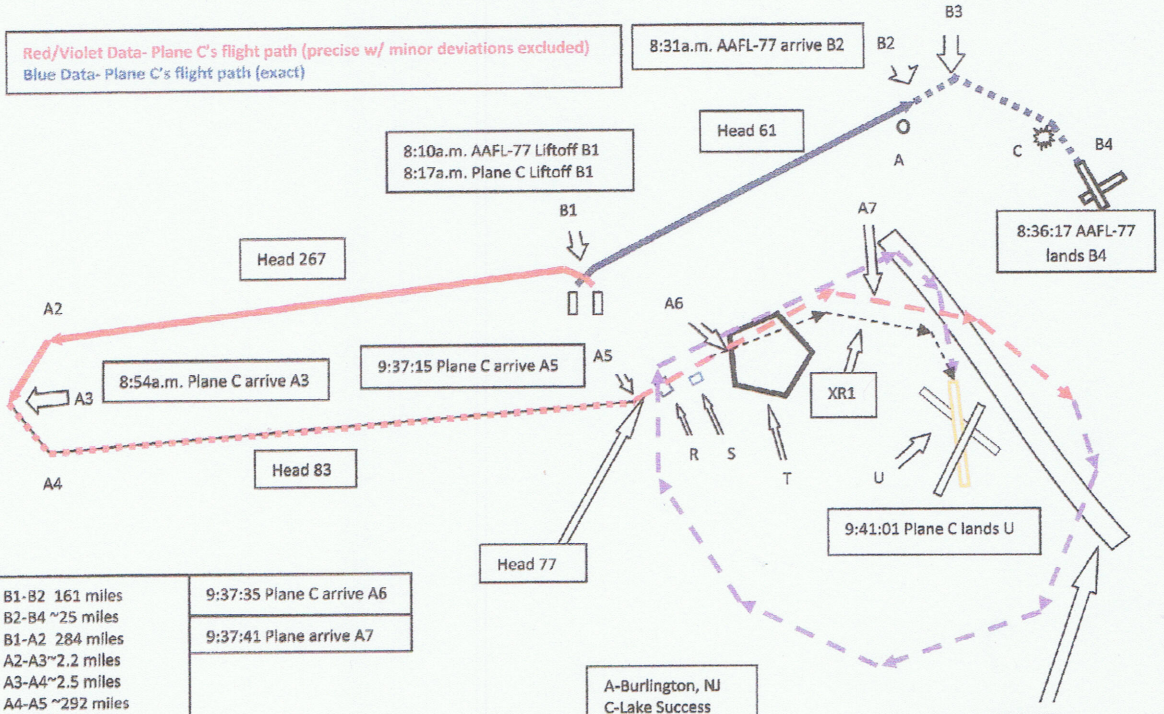
Call Signs and internal references:

AAFL-77
- Call Sign: ATC standard
- Internal reference: Bonnie

Plane C
- Type: Boeing 707-300
- Status: Manned
- Call Sign: Alpine two-six-two-three
- Internal reference: Bruno

AAFL-77 / Plane C

STARKS Directed Data



B1-B2 161 miles	9:37:35 Plane C arrive A6
B2-B4 ~25 miles	9:37:41 Plane arrive A7
B1-A2 284 miles	
A2-A3~2.2 miles	
A3-A4~2.5 miles	
A4-A5 ~292 miles	
A5-A6 ~2 miles	
A6-A7 .62 miles	
A5-U 18.1 miles	
A3 (38°25'N/82°30'W)	
A5 (38°51'N/77°05'W)	
B2 (40°04'N/74°47'W)	
B3 (40°07'N/74°39'W)	

A-Burlington, NJ
C-Lake Success
R-DISA
S-Annex
T-Pentagon
U-Reagan Airport
XR1-Planned Rte

B1- Dulles Airport
B4-NAES. NJ

XR1- Plane C's planned route was originally to take the path illustrated by the Black Dashes. Plane C was behind schedule and forced to circle once before being cleared to land at Reagan Airport.

Solid Red Line-Plane C's flight path within radar detection
Red Dots-Plane C's flight path while under radar detection
Red Dashes-Plane C flies over Pentagon
Violet Dashes-Plane C appears on radar and circles Pentagon
Black Dashes (XR1)-Plane C's original route that was aborted

UAFL-93 / Plane D / Plane Z

TKS Directed Data

United Airlines 93 (UAFL-93): Departs B1 and lands at B3
Plane D: UAFL-93's aerial decoy aircraft
Plane Z: Used to create an impact site and deposit materials from UAFL-93 into it

7:24a.m.
- An automated C-38 Courier (Plane Z) is pulled out of Air Dock Hangar 6 at NAES, NJ. It holds a pre-takeoff position on the east/west runway until 9:24a.m.

7:57a.m.
- The cockpit of United Airlines Flight- 93 (UAFL-93) is overtaken by DT3 while waiting to taxi
  - The transponder is disabled prior to takeoff
- Plane D (decoy aircraft) is simultaneously waiting to taxi on a parallel runway (same direction, same time)
  - Plane D activates its PBX Transponder Hopper System
    - Plane D electronically mimics UAFL-93
    - Plane D is manned by three personnel

8:00a.m.
- UAFL-93 informs ATC that it needs to take off immediately
  - ATC is aware that Plane D is part of a current sector wide military exercise coded Syntaax
  - ATC authorizes immediate takeoff
    - ATC is baited to believe that UAFL-93 is Plane D and vice versa
    - ATC postpones Plane D's takeoff to permit UAFL-93's immediate takeoff request

8:02a.m.
- UAFL-93 lifts off from Newark Int'l and adjusts heading to 193 climbing to 28,200 ft
  - Ahmad Haznawi is terminated in route to NAES by DT3

8:07a.m.
- UAFL-93 approaches B2, decreases speed descending below radar

8:07:50a.m.
- (B3) UAFL-93 lands at NAES NJ
  - ATC is to assume that UAFL-93 descended below radar, as part of its military exercise, and continues on heading 193
  - UAFL-93 is immediately pulled into Air Dock Hangar #6
  - Three crews of four personnel immediately begin to simultaneously:
    - Crew 1- remove various internal components and small sections from UAFL-93's external fuselage
    - Crew 2- collects personal identification documents and personal attire from the passengers and crew
    - Crew 3- Four passengers, two crew and Haznawi's body are removed from UAFL-93
      - Seats: 2A, 4D, 5B, 17A, Lyles, Dahl, Ahmad Haznawi
        - These individuals are loaded into a white box truck near helipad 2. Once inside, they are terminated and various body tissues are mechanically removed from the corpses. Approximately 80kg of bone and various tissues are collected and placed on Plane Z along with the materials collected by the other three crews. The remainder of the corpses are placed in silver vacuum sealable bags and stored in the cargo area of UAFL-93

8:41a.m.
- Under the guise of UAFL-93, Plane D lifts off from Newark Int'l adjusting to heading 279
  - Plane D's takeoff is delayed to allow for loading of Plane Z

9:24:23a.m.
- (B3) Plane Z lifts off from NAES ascends to 29,000 ft and adjusts heading to 271
  - ATC is informed that this is a military aircraft

9:29a.m.
- (A1) Plane D decreases speed and descends below radar
  - Transponder Hopper is disengaged
  - DRFM is activated
  - On several occasions Plane D intentionally allows ATC to track its general easterly heading
    - All intentional tracking occurs west of Pittsburg

9:45a.m.
- (S1) Plane Z decreases speed descending below radar coverage
  - ATC is informed that Plane Z will immediately adjust to heading 346 below radar
  - Once below radar Plane Z adjusts to heading 274

9:55a.m.
- (A4) Plane D adjusts to heading 27

9:56a.m.

- (A4) Plane Z adjusts to heading 243 and rapidly ascends
    - ATC is to postulate that UAFL-93 is ascending

10:05:57a.m.

- (ZR1) Plane Z impact
    - Plane Z is mistaken for UAFL-93
        - Plane Z was originally scheduled to impact ZR1 at 10:03

10:16a.m.

- (A8) Plane D ascends
    - ATC is to believe that Plane D is Plane Z
    - DRFM is deactivated
    - Plane D informs ATC that it will be landing at H19

10:36a.m.

- Approximately 63 miles east of H19 Plane D inadvertently activates its Transponder Hopper which is still set to mimic UAFL-93
    - H19 attempts to contact Plane D
        - Plane D does not respond
        - H19 preps to receive a hijacked commercial aircraft UAFL-93

10:38a.m.

- Plane D realizes its Transponder Hopper is active and deactivates it

10:44a.m.

- (H19) Plane D lands at Hopkins int'l
    - Security does not search Plane D. An external evaluation by security concludes that it is not UAFL-93
    - Plane D's exact path and flight characteristics are downloaded for data analysis and manipulation
    - Plane D's momentary appearance as UAFL-93 is assumed to be an electronic malfunction

11:43a.m.

- Plane D departs H19

Problems: Yes (Plane Z's terminal trajectory)

- A simultaneous decoupling of both engines should have occurred at an altitude of 2,400 ft
- At 14,478 ft. into Plane Z's final ascent, a premature activation of the decoupling sequence occurs at the port engine
- The starboard couplings do not respond. This engine impacts with the fuselage
    - STARKS data suggests the following:
        - Starboard decoupling malfunction/rendering
            - Computer attempts to release both engines at 14,478 ft. Port detaches, starboard does not
        - User input error (extrapolative)
            - Incorrect detachment location input

Other1: The impact location is directly chosen by the Vice President, Dick Cheney in May 2001. In 2003, Cheney extends the size of the memorial to cover acreage covertly purchased by Halliburton subsidiary KBR. These additional acres are sold to the United States government for $36,000,000 with Cheney receiving 15% of this value

Call Signs and internal references:

UAFL-93

- Call Sign: ATC standard
- Internal reference: Destiny

Plane D

- Type: Boeing 707-300
- Status: Manned
- Call Sign: Eastern Dawn zero-four-zero
- Internal reference: Flicker

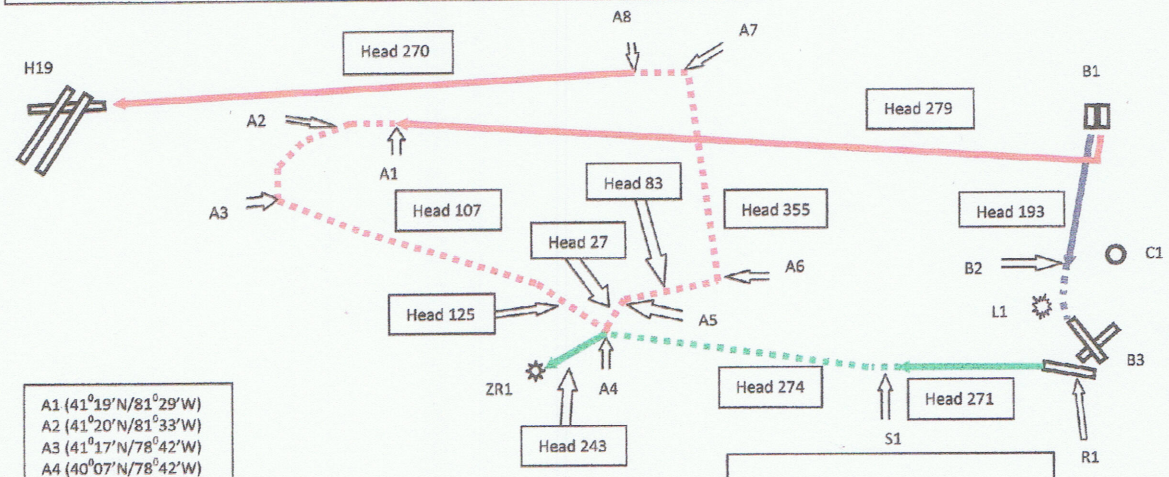
Plane Z

- Type: C-38 Courier
- Status: Automated
- Call Sign: N/A
- Internal reference: Murdoc

UAFL-93 / Plane D /Plane Z

STARKS Directed Data

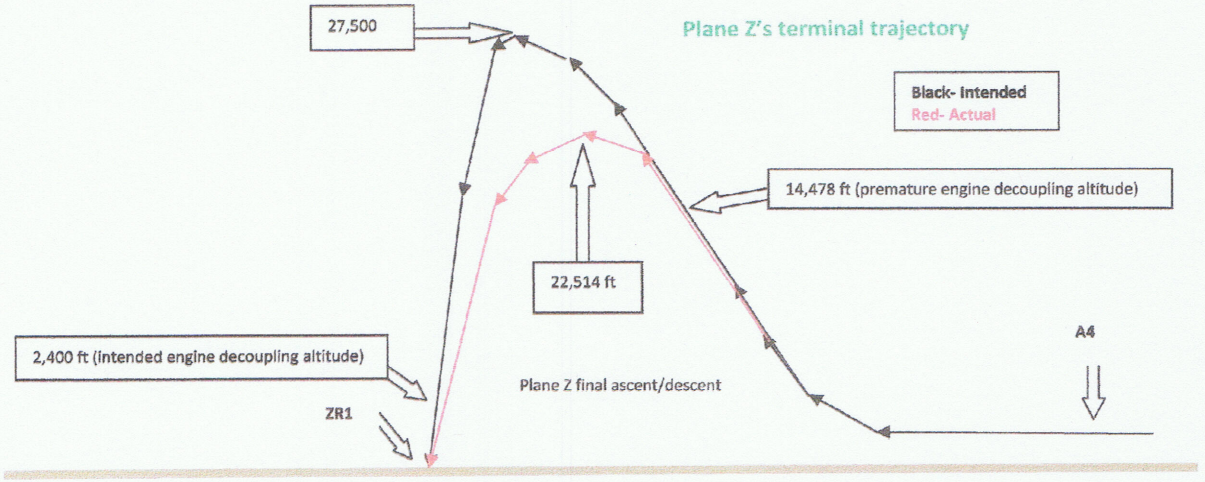
Red Data- Plane D's flight path (precise: A2-A3 and A6-A7 = TKS extrapolation w/ exact STARKS Data)
Blue Data- UAFL-93 flight path (exact w/ minor deviations excluded)
Green Data- Plane Z's flight path (exact)



A1 (41°19'N/81°29'W)
A2 (41°20'N/81°33'W)
A3 (41°17'N/78°42'W)
A4 (40°07'N/78°42'W)
A5 (40°16'N/78°36'W)
A6 (40°21'N/77°39'W)
A7 (41°22'N/77°45'W)
A8 (41°22'N/78°04'W)
ZR1 (40°03'N/78°54'W)
S1 (40°03'N/77°21'W)
B3 (40°02'N/74°21'W)

C1-Jackson, NJ
L1-Lake Success
R1-East/West runway NAES
ZR1-Impact Location
H19-Hopkins Int'l Airport
B1-Newark Int'l Airport
B3-NAES, NJ

B1-A1	385 miles
A1-A4	182 miles
A4-A7	122 miles
A7-A8	16 miles
A8-H19	211 miles
B1-B3	43 miles
B3-S1	155 miles
S1-A4	72 miles
A4-ZR1	11 miles



SRC-STKS Docket 190S-144-R23

Material Addendums-Modifications to Planes C/D/Z

Planes C / D (Boeing 707-300's)

- Both Planes C/D are a Boeing 707-300 that serve as manned decoy aircraft
- Material removal
  - Standard fuselage seating is removed
- Major equipment placement/upgrades
  - Internally cradled PBX based Transponder Hopper System
    - Phylum IV Frequency Cloner
  - Internal DRFM
  - Onboard radar system
  - Multitude of navigational sensors
  - Communication array
  - Anti-parasitic drag hull application
- Major equipment
  - Lateral engines are removed from each Plane's main wing
    - Lateral engines reconnected to Planes C/D the following day
    - Planes C/D are converted to E-6B Mercury's and sold to the U.S. Air Force in 2002

Plane Z (C-38 Courier)

- Material Removal
  - Plane Z is redesigned
- Structural modifications
  - Modification to main wings:
    - OTOC wing extensions improvise a high aspect ratio
  - Fuel is placed in a internal extend-pod
  - Paint contains metallic flakes to enhance RCS when within radar contact
  - Attachment method of engines is modified
    - Engines can be detached during flight via computer controlled decoupling sequence
      - Engine lateral detachment (decoupling ejection) is to occur at 2,400 ft. above impact
    - Engines will be retrieved via GPS
  - Some structural materials are removed from the hull and replaced with composite materials
  - Each landing gear assembly is designed to detach immediately after takeoff
    - Each gear assembly contains a pin that is physically removed prior to takeoff from NATF. The entirety of all three gear assemblies are left near NATF runway upon takeoff
    - Once Plane Z takes off it cannot be aborted, it can be self-destructed but cannot land
  - The standard entrance is elongated
- Equipment and device placement
  - Semtex-10
    - 11 kg placed in all stabilizer cavities
    - 34 kg placed in main wing cavities
      - Main wings and stabilizers detonate spontaneously with impact
      - Enhancements: Bridged Crystalline Booster
  - Standard radome contains impact and pre-impact sensors
  - Each engine contains a GPS locater
  - Autonomous navigational array
  - Vent boxes filled with personal items are affixed to the inside of detachable windows on either side of the fuselage. Windows fall away from the exterior of the plane during final decent, allowing the contents to vent into the atmosphere above the wreck site
    - Items to be vented are placed in the vent box prior to take off and include
      - Personal property and documents from the crew and passengers of UAFL-93
  - Other
    - Small sections of UAFL-93's hull and tissues from the passengers and crew are also placed in this plane pre take off
- This Plane is kept at NAES in Air Dock Hangar 6 until the morning of Sept. 11th 2001 when it is removed from the Hanger and taken to Naval Air Testing Facility (NATF) runway

E-4B

ETAC:

- This E-4B is "leased" to Israeli Intelligence from Sept. 7th 2001 through Sept. 13th 2001

Call Sign

- Angel Eye Niner-Two-Four

Internal Reference

- Oscar

Operation Code

- Ops. Fusion Pearl

E-4B Personnel

- 1 pilot, two copilots
- 2 CSO's
- 19 communications personnel
- 3 contact males (called CMC's)
- 4 contact females (called CMD's)

Location

- High altitude holding pattern near Aberdeen, MD
  - Arrive Aberdeen airspace- 6:49a.m.
  - Depart Aberdeen airspace- 8:58a.m.

Function

- To create interference and confusion with ATC
- To broadcast predetermined verbiage using Middle Eastern accents
- To broadcast previously morphed voices of passengers and crew of Flights 93, 175, 77 and 11
- To broadcast prerecorded voices of the AXLES
- To broadcast artificial voice and data communications to ATC and FAA on behalf of Planes A,B,C,D and Z

Method

- Sept. 5th 2001 C.R.E.S.T.22 obtains the flight manifests for flights 93, 11, 77 and 175. Five individuals per flight (collectively referred to as Spartans) are selected and their names are forwarded to the NSA to gather personal information including the names and phone numbers of employers and family members; personal email addresses, phone numbers, EIN numbers etc.
- NSA immediately begins active monitoring and recording of Spartan phone conversations

Morphing Voices

- All phone calls are intercepted and recorded
  - A computer, nicknamed Maestro, at NSA is used to isolate and strip away the target voice from third party voices and background noises
    - Maestro analysis and morphs the target voice
  - Maestro is fed predetermined sentences and can acoustically reproduce these sentences within the exact vocal range and frequency of the target voice. Artificial background noises are added and are designed to hide irregularities of the morphed voices
  - EIN numbers are cloned and the target phone numbers (i.e. employers, parents etc) are logged with the correct morphed voice and prewritten scripts for the computer to speak
    - This information is uploaded to Oscar in two formats: automated and live with Digital Scrub (DS)
      - Automated- A computer onboard Oscar makes calls to target phone numbers
        - Using this format, there is no two way communication between the computer and the recipient. The computer states what is pre-programmed and disconnects the call
      - Digital Scrub- CMD's/CMC's make live calls to target phone numbers. They speak, and the computer overlays the desired voice
    - These two formats are based on risk and believability
    - It was established that it was less risky, although less believable, for an automated system to make all calls and induce conversations using morphed voices. The accuracy in which the voices are morphed was deemed problematic but passable. To increase the odds, automated calls are kept short, one-way and controlled. Although more risky, six calls are made using DS to break the rigid patterns produced by automated calls. Concerns were made that although the recipient may not be able to detect a vocal difference, they may be able to detect a personality difference. Although no detections were noted, DS calls were made as short and one-way as possible and used sparingly. Approximately 20 calls are made using a combination of automated and DS

NAES Departure

Flights 93, 175, 11 & 77 remain concealed within Hangars 5&6 at NAES Lakehurst, NJ until 8:10p.m. (same day)

10:00a.m.- 8:10p.m. (9-11-2001) NAES, NJ (the following events are not listed in any particular order)

- Flights 93, 175, 11 & 77
  - Fuel is removed from the wings
  - A simulated hollow engine casing is attached to each wing creating the appearance of a quad engine jet
    - These hollow engine casing serve several functions:
      - To serve as a visual alteration. A 24 blade fan near the front of each casing serves as the only visible moving part and only rotates as wind passes through the blades. Angled channels allow airflow to exit at the top and bottom of the casings
      - Airflow does not exit the back of the simulated casing because the remainder of the volume of each casing is sealed and serves as a supplemental fuel source. The internal design of the pods allows them to automatically resupply the wings with fuel in the event that unexpected or prolonged deviations from the planned flight path becomes necessary
  - Each plane is painted in its entirety with the exception of the cockpit windows
    - 93 & 77 = light gray
    - 11 & 175 = dark gray
  - ACARS/Flight Recorders are removed
    - All FR's remain in the United States
- Flights 93 & 175
  - Anchors are attached to the floors directly in front of each standard seat
    - All remaining passengers and crew are placed on these planes and secured to these anchors prior to departure from NAES, NJ
      - A total of 155 additional personnel also board Flights 93/175
        - 16/20 VGG
        - 82/88 Black Jacks
        - 6/6 personnel from Planes C/D
        - 15 (unknown with unknown role/fx)
        - 11/12 DT3
        - 13 personnel from E-4B (Oscar)
        - 8 ATC employees
        - 2 FAA employees
        - 2/19 AXLES
    - Components previously removed from UAFL-93 are fixed or replaced
- Flights 11 & 77
  - Metals are loaded on these planes
    - Flight 11 = 86,210 ounces
    - Flight 77 = 84,904 ounces

Departure (301.13S)

8:10p.m.-9:14p.m.

- Flights 93,175,11 & 77 are pulled out of their Hangars and lined up in series for refueling

9:18p.m.-9:21p.m.

- All four planes are airborne (DT3 agents are flying these planes)
  - Interval between liftoffs is ~27 seconds
  - Liftoff order: 175(1st), 93(2nd), 77(3rd), 11(4th)
    - An EC-130H near the Hudson Shelf interferes with regional radar until 10:05p.m. (nothing else known)
      - Although we are not certain, we believe that the crew of this EC-130H is not aware of what is going on
    - All four planes fly $22^{1/3}$ ft. above the Atlantic until S1 and R2 are breached and ascend to 36,000 ft
      - Several inputs facilitate this approach:
        - Diversion of U.S. Navy and Coast Guard from Atlantic sector beginning at 3:03p.m.
        - Pre-closure of U.S. airspace to prevent standard aircraft from observing these low level flights
        - Regional redirection of satellite recon

7:59a.m.-8:18a.m. U.S. Time (9-12-2001)

- All four Planes land at Wide Awake Airfield Ascension Island for refueling

10:10a.m.- U.S. Time (9-12-2001)

- All four Planes are airborne heading towards Saudi Arabia

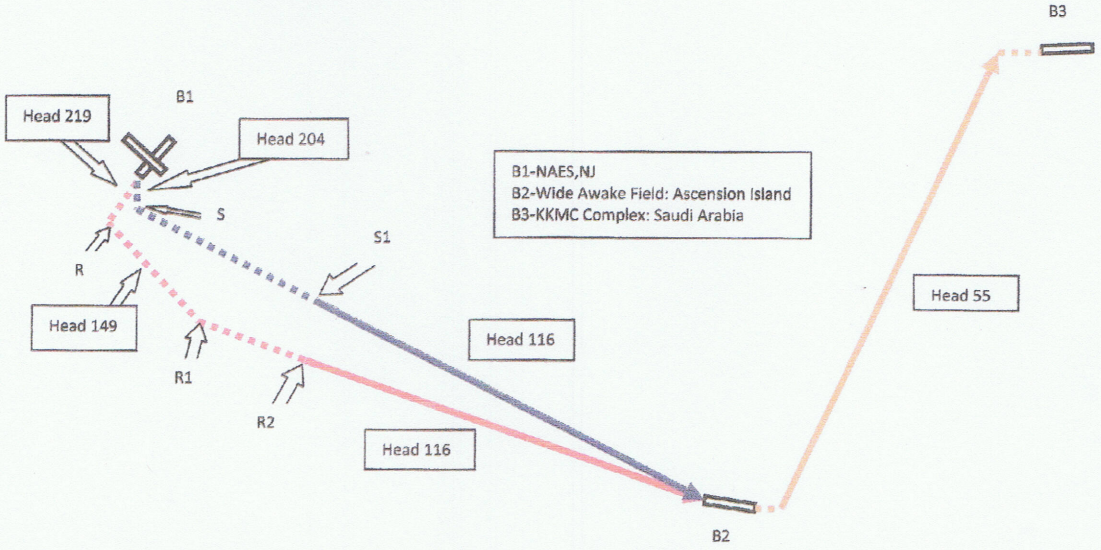
8:08p.m.-8:17pm. U.S. Time (9-12-2001)

Flights 93, 175,11 &77 land at the KKMC Complex in Northern Saudi Arabia

- Flight crew/passengers remain here in 9 partitioned underground holding cells that are concentrated in the S.W. and S.E. corners of the complex until Mar. 1st 2005
    - The request for their removal was requested directly by George H. W. Bush two days prior

NAES Departure
Route 301.13S
SRC Directed Data

Red Data- 175 & 11 flight path (precise)
Blue Data- 93 & 77 flight path (exact)
Org. Data- Combined flight path (precise)



B1-R	(13 miles)
R-R1	(38 miles)
R1-R2	(406 miles)
R2-B2	(4,610 miles)
B1-S	(1.65 miles)
S-S1	(433 miles)
S1-B2	(4,612 miles)
B2-B3	(4,701 miles)

B1(40°01'N/74°21'W)
B2(7°57'S/14°24'W)
B3(27°58'N/45°32'E)
R (39°53'N/74°30'W)
R1(39°24'N/74°08'W)
R2(36°37'N/67°36'W)
S (40°00'N/74°22'W)
S1(37°00'N/67°20'W)

SRC-STKS-DOC-1889-13S

WTC 1 / WTC 2 / WTC 7
(DECOS-PL-01.AS3m)

Operation Frontier-D

Operation Frontier-D (OFD) is the official classified operational code for Sept. 11th 2001

June 29th 2001

- Eighty-Eight Saudi Arabians (88 Black Jacks or the88's) board a private jet at Abu Dhabi Int'l Airport (UAE)
  - Flight is privately chartered for $42,432.84

July 1st 2001

- 10:31 p.m. The 88's land at the Naval Air Engineering Station (NAES) Lakehurst, NJ

July 2nd 2001

- ~1:33 a.m. Twenty-six operators from Israeli Variant Group G or Gemini (VGG) board four white buses at Harvey Point Defense Airport (HPDA) Hertford, NC.
- 7:13a.m. Buses arrive NAES, NJ
  - Equipment is loaded on 2 of 4 buses
  - 88's and VGG board 2 of 4
    - Buses prepare to head towards NYC

July 3th 2001

- All four buses arrive NYC
- VGG, 88's and equipment are loaded/board a subway

Other:

- The terminal portion of the subway being used is closed to all other traffic
- Subway system is used to access the WTC complex
- Five predrilled horizontal passageways are in place to connect the WTC to a secured section of the closed subway system

Tunnel Specifications:

- Five medium sized passageways are pre-made. These are the access points for materials, equipment and personnel during busy hours (constructed by Turner Construction)
- These pre-made passageways are referred to as: "burs1" "burs2" burs3" "burs4" "burs5"
  - "burs1" and "burs3" connect to WTC1
  - "burs2" and "burs4" connect to WTC2
  - "burs5" connects to WTC 6

Tunnel Dimensions:

- "burs1" 163' long / 6.0'x5.0'
- "burs2" 47' long / 6.0'x5.0'
- "burs3" 82' long / 6.0'x 2.5'
- "burs4' 110' long / 6.0'x2.5'
- "burs5" ~52' long / 8.0'x11.0'

July 5th 2001

- Material and equipment arrive via subway
  - This material and equipment will be used to terminate the vertical status of WTC1/ WTC2/WTC7
- VGG and the 88's disperse equipment and materials throughout WTC1/WTC2

Other: (WTC1)

- The 95th, 96th and 97th floors are temporarily closed (alternately) for retardant inspection and renovation
- WTC1: 44 (88's) and 13 (VGG's) live/sleep primarily on the 108th floor. Their call sign is "North-Star"
  - 108th floor modifications completed by Turner Construction
- The thickness of the of the north facing walls, from the 95th floor to the 97th floor, are reduced (this occurs over several weeks)
- A multi-sectional reinforced lattice barrier is constructed from the 95th floor to the 97th floor (this occurs over several weeks)
  - Barrier is attached to the front of the core and has a depth of 72cm
  - Barrier has a 20.32cm (diameter) piece of tubular plastic inserted directly in the center. The anterior end of the tube is flush with the impact side of the barrier. The posterior end protrudes into the internal core of the building
    - A localized target identifier is inserted into this aperture
  - Upon completion a standard office wall is built in front of the lattice grid and the section is reopened

Other: (WTC2)

- The 80th, 81st and 82nd floors are temporarily closed (simultaneously) for retardant inspection and renovation purposes
- WTC2: 44 (88's) and 13 (VGG's) live/sleep primarily on the 108th floor. Their call sign is "South Star"
  - 108th floor modifications completed by Turner Construction
- The thickness of the south facing walls, from the 80th floor to the 82nd floor, are reduced (this occurs over several weeks)
- A multi-sectional reinforced lattice barrier is constructed from the 80th floor to the 82nd floor (this occurs over several weeks)
  - Barrier is attached to the impact side of the core and has a depth of 68cm
  - Barrier has a 20.32cm (diameter) piece of tubular plastic inserted directly in the center. The anterior end of the plastic is flush with impact side of the barrier. The posterior end protrudes into the internal core of the building

- A localized target identifier is inserted into this aperture
  - Upon completion a standard office wall is built in front of the lattice grid and the section is reopened

July 7th 2001-Sept. 2nd 2001 (WTC1/WTC2)

- Hygroscopic materials are placed on every floor within the core
  - Hygroscopic materials are not NH_3 permeable
- Upper ventilation ducts are prepped for isolation from the lower floors
- The thinning of the facades is completed
- Sections of mass support columns are pre-cut
  - Pre-cut patterns: linear, wedge, half-moon (lunated) and wedged half-moon
- High yield demolitions (CL-20) are placed within core, every other floor
  - WTC1: From the 90th floor to the 32nd floor
  - WTC2: From the 75th floor to the 31st floor
- Wireless temperature sensors are placed within each core every 4th floor
- Thermal imaging equipment is placed in each core (every line of sight)
  - WTC1: 49 cameras
  - WTC2: 44 cameras
- Communication dampers are placed in WTC1/WTC2 every 11th floor beginning on the 29th floor
  - WTC1/WTC2: Dampers are not placed on the 38th – 51st floors
- Numerous high pressure blowout ports are routed from the internal core and terminate at the façade. A computer, and various sensors within the core, determines when a blowout ejection is necessary. S.P.C design allows for a partial vacuum to generate on the core side of the valve and a high pressure ejection on the opposing side

Thermite placement*

- Core placement
  - WTC1: From the 89th floor to the 33rd floor
  - WTC2: From the 74th floor to the 32nd floor
- Truss placement
  - WTC1: Every 3rd floor every 5th spandrel on horizontal span from the 89th floor to 30th floor on counterclockwise alternating sides
  - WTC2: Every 3rd floor every 5th spandrel on horizontal span from the 75th floor to 25th floor on counterclockwise alternating sides
    - The "glow factor" of the thermite reaction is too high for nocturnal use
    - There is excess (unused) thermite remaining in each tower. This thermite is left in BL1-11a and BL2-13c
      - WTC1: ~93kg
      - WTC2: ~168kg

Sept. 3rd 2001-Sept. 7th 2001

- Security measures are removed from both towers (Sept. 4th beginning at 10:13a.m.)
- Additional high-yield demolitions (CL-20) are placed on the lower floors
  - WTC1: From the 31st floor to the 20th floor and basement
  - WTC2: From the 30th floor to the 20th floor and basement
- Additional thermite is placed on the lower floors
  - WTC1: Core- 32nd – 20th
  - WTC2: Core- 30th - 20th
- Two large ammonia holding tanks (called " skippies") are constructed per tower
  - WTC1: 75th and 76th floor
  - WTC2: 75th and 76th floor
- 3 bobcats arrive via subway and ~171,000 ounces of precious metals are loaded onto the subway
  - Several thousand ounces of precious metals are left in vehicles to serve to as decoys
- Initial steps to purposefully increase the O_2 saturation within each core
- VGG is informed that the date has changed from the evening of Sept. 12th to the morning of Sept. 11th

Sept. 8th 2001

- A classified group of 9 individuals (cd: Red Nest81) arrives on site assist VGG. They bring with them:
  - Two cylindrically shaped localized target identifiers
  - One generalized self-contained RFR beacon
  - Two specifically designed shape charges

Sept. 9th 2001-Sept. 10th 2001

- RFR beacon is attached to the WTC1's antenna, 110' up
  - RFR beacon dimensions: 4"x6"x32.2"
  - The RFR beacon serves as a generalized navigational redundancy for planes A and B
- The target identifiers are inserted into the tubes in each impact lattice
- Red Nest81 attaches the specially designed shape charges on the external surface of WTC1 and WTC2
- Duct ventilation isolation is set late Sept. 10th
- 909 (WTC1) & 741 (WTC2) strategic points targeted with fluoroantimonic acid
  - 33 points per HT targeted (included)

Sept. 11th 2001 (Ops. Frontier-D officially begins at 8:46:18a.m.)

- Other: Although the month and year of the execution of Ops. Frontier-D was known and agreed upon several months prior, the exact day in Sept. was not decided until Aug. 14th 2001 and was officially set for evening of Sept.

12th 2001. On Aug. 17th Rumsfeld personally requests that the date be changed to Sept. 11th 2001. The request is denied by President Bush. On Sept. 3th 2001 Rumsfeld again requests to change the date to Sept. 11th 2001. Again it is denied. Later that evening Rumsfeld talks to President Bush in person informing him that hurricane Erin would be a problem if an earlier date is not chosen. The exact motives or reasons for Rumsfeld changing the date is not fully known or understood. Cheney is present and agrees with Rumsfeld. Cheney immediately contacts VGG in WTC1 to inform them of the new date and sends Red Nest81 to assist. On Sept. 5th 2001, Bush officially changes the date to morning of Sept. 11th 2001. Bush makes Rumsfeld personally responsible for reorganizing events to accomplish the new timeline. Cheney and Rumsfeld are given great authority to do "whatever it takes" to achieve this

- ~12:22a.m. Inspections are complete and everything is a go
- 1:13-~2:10a.m. A meeting is held at the base of WTC1 between the 88's, VGG and Red Nest81 discussing WTC7's demolition
- ~3:00a.m. Red Nest81 departs the WTC complex (will later assist in WTC7)
- 3:00a.m. Two subways arrive (1-S.P.T.)
  - Each subway has four short cars
  - 3 bobcats and excess materials are loaded on the leading subways
- 6:00 a.m. The loading of the bobcats and excess materials is complete
  - 6:05 A final check for any remaining material is made
  - Excess thermite is left in the basement area
- 6: 40 a.m. All entry points to sensitive equipment are either welded shut or barricaded
- 7:01 a.m. VGG and the 88's begins descent
  - Demolitions are placed in all five "burs" passageways
- 7:38 a.m. All personnel, except for six VGG, board the awaiting subway
  - Three VGG remain per tower to make certain that the thermite ignites properly
    - In WTC1, three VGG await impact on the 8th, 42nd & 44th floor
    - In WTC2 three VGG await impact on the 41st and 42nd floor
- ~7:44 a.m. The remaining VGG and the 88's exit the subway
  - They board two white buses
    - Twelve board one bus and are dropped off several blocks away at a predetermined location
      - Awaiting at this point are: 3 ambulances, 3 police vehicles and 1 fire truck. Two ambulances contains 20 paramedic type jump bags. Each bag contains 50kg of HMX demolitions. The 3rd ambulance contains portable plasma cutters. Each police vehicle contains 300kg of thermite in the trunk. The fire truck is primarily for good measure but contains additional equipment if needed
        - Emergency vehicles are authentic. Their parallel use is arranged by both Silverstein and Giuliani
    - The remainder wait two blocks from WTC7 while changing into emergency personnel uniforms
- 8:46:18a.m. Localized identifiers have acquired Plane A. VGG detonates demolitions in the basement of WTC1 from the 42nd floor (section 42MA5)
- 8:46:23a.m. Plane A breaches WTC1 façade
- 8:55 a.m. Four VGG disperse into the crowds to act as civilian witnesses to the impact of the Planes
  - Their objective is to provide false and confusing testimonies and to pre-theorize
- 9:02:45a.m. Localized identifiers have acquired Plane B. VGG detonates demolitions in the basement of WTC2 from the 41st floor (section 41MA9F)
- 9:02:52 a.m. Plane B breaches WTC2 façade
- ~9:11am
  - Medium-range communication dampers begins emission of synthetic white noise
  - 9:13 a.m. The twelve rendezvous with most of the others at WTC7. We are impersonating emergency personnel
- 9:22 a.m. VGG members take over and begin preliminary evacuations of WTC7
- 9:48 a.m. The ambulances back up near the entrance and the paramedic jump bags are brought into the building
  - Main power is interrupted to WTC7at the CCM Hub
  - VGG informs witnesses that they are accumulating/storing medical supplies for the injured
  - VGG begins more rigorous/thorough evacuations of WTC7
  - The 88's begin to disperse the jump bags throughout WTC7
- 9:35a.m. Thermite reaction begins in WTC 2
  - Reaction begins simultaneously on the upper and lower floors and merges on the 32nd floor. Lower floors are given slightly longer reaction times. Compensation for time is made with decreased vertical travel
- 9:35:37a.m. Thermite reaction begins in WTC1
  - A problem occurs and the thermite reaction does not descend past the 67th floor of the core. Thermite reaction on lower floors continues ascent
    - VGG in WTC investigate
- 9:52a.m. Cameras and sensors in WTC2 confirms that the thermite reaction is complete and that WTC2 has reached cascade potential. Demolition is delayed pending WTC1 initialization
  - WTC1 and WTC2 are originally designed to simultaneously collapse at 9:55:00a.m. exactly
- 9:57 a.m. Several VGG disperse into WTC7 and begin to destroy equipment on vacant floors and encourage voluntary evacuation of tenants
  - Several fires are purposefully set on various floors to encourage evacuation
  - Demolitions are placed on/near: (these demolitions are for preemptive disruption of systems not demolition)
    - The center of the 14th floor

- S.E. corner of 6th floor
- N.W. and N.E. sections of 5th floor
- N.E. Section of the 7th floor
  - Demolitions on the 5th and 7th floors detonate prematurely

- 9:59a.m. WTC2 demolition sequence begins on the upper floors in descending sequential order
  - WTC2 is too unstable to wait any longer
  - Demolition occurs in "burs" 2 & 4 during collapse of WTC2
- 10:19:07a.m. WTC1 thermite reaction reinitializes
- 10:25a.m. Cameras and sensors in WTC1 confirms that the thermite reaction is complete and that WTC1 has reached cascade potential
- 10:28a.m. WTC1 demolition sequence begins on the upper floors in descending sequential order
  - Demolition occurs in "burs" 1, 3 & 5 during collapse of WTC1
- 10:31 a.m. VGG begins floor by floor forced evacuation of WTC7
- 10:43 a.m. VGG and the 88's begin the placement of demolitions in WTC7
  - Primary demolitions are placed from the 2nd floor to the 22nd.
    - Mass support is also cut on these floors
  - Thermite is used to destroy documentation and equipment on these floors in WTC7:
    - S.W. and N.E. corners of the 10th floor
    - Several locations on the 11th and 12th floor
    - A concentrated amount is dispersed on the 13th, 14th and 16th floors
    - Several locations on the 19th,21st,23rd,24th and 31stfloors
- ~11:46a.m. VGG Z.T. begins
  - The 27th floor is rendered vertically impassable
    - Any tenants/personnel (laggards) from the 28th floor up is to be permanently trapped in WTC7
- 4:52 p.m. Demolition placement is complete
- 4:49 p.m. VGG and the 88's walk several blocks and board two white buses
  - The buses are headed towards NAES NJ
- 5:20:32 p.m. WTC7 demolition begins simultaneously on 11 floors

Other:
Although it did not occur as planned; the simultaneous collapse at 9:55:00a.m. was ordered exclusively by President Bush and could not be altered or changed without his express permission. Bush did this primarily because of the numerous past disagreements he had with Cheney regarding the timing of the collapse. Prior to Sept. 11th Cheney frequently insisted that the thermite reactions should begin immediately after impact and all thermite should react simultaneously throughout the core followed immediately by demolition of the core allowing each building to collapse 3-5 minutes after impact. Cheney reasons to Bush that the longer the buildings remain vertical after impact, the greater the chances of materials being removed from the impact floors and therefore immediate collapse is "warranted." He also reasons that the excessive loss of life would aid their enterprise. Bush adamantly rejects Cheney's requests. Bush is concerned that Cheney may try to go around him. Bush contacts VGG personally to request a collapse design that will balance "life and operation risk." Several hours later, VGG contacts Bush with the suggestion that the thermite reaction occurs simultaneously on the upper and lower floors with thermite ignition occurring in sequential order with the upper and lower reactions merging between the 30th and 40th floors. Bush accepts this but states that they must collapse simultaneously and he gives the strict time of 9:55:00a.m.

WTC1 / WTC2 Destruction/Formal Initiation

Termination Status:

- S.P.C-0 Pre-Initiation: Precut Support
  - T.I.C. Type: Latent Suspension
- S.P.C-1 Initiation: Critical K_e facilitated via chronological disturbance of horizontal/vertical mass support
  - T.I.C. Type: Multi-Staged
    - Initiation Class: Dynamic
      - S.P.C. Response: Sequential Cascade

Combined Means: CL-20 Demolition, Nano-Themite, Fluoroantimonic Acid, Precut Mass Support (pilot arc), micro-undulation

WTC1/WTC2: Termination of vertical status

- Destruction: Core:
  - Precut/Thermite Placement Floors 90th - 40th WTC1 // 74th - 40th WTC2
    - 33% of the core columns (per vertical span) are precut with a linear incision 66% through at a 33.3° angle upward with the open end of each cut facing downward into the core. 33% of these cut columns are targeted with a 250g canister of thermite. It is attached to the column directly opposite the uncut portion. A refractory metal band secures the canisters to the columns. The remainder of these particular cut columns are not targeted by any device
  - Precut/Demolition Placement Floors 89th - 40th WTC1 // 74th- 40th WTC2
    - 45° angle wedges (35% standard penetration depth at wedge apex) are removed from an additional 16% of the remaining uncut core columns every other floor. 120g of CL-20 is placed opposite the wedge hovering at 11.45cm. The demolition is covered with an open ended steel box with four 90° flaps (looks nearly identical to

a cardboard box with the flaps open). The flaps are welded to the column directly over the demolition and its related hovering mechanism. A small circular opening at the top of this box allows it to be filled with open-cell foam after it is welded to support members. An additional 15-18cm of a fibrous hardening foam is sprayed over and around the outside of each box

- Precut/Thermite Placement Floors 39th - 20th WTC1 // 39th - 20th WTC2
  - 33% of the core columns are precut with a linear incision 33% through at a 45° angle upward with the open end of each cut facing downward into the core. 66% of the cut columns are targeted with a 550g canister of thermite. It is attached to the column directly opposite the uncut portion. A refractory metal band secures the canisters to the columns. The remainder of these particular cut columns are not targeted by any device
- Precut/Demolition Placement Floors 39th - 20th WTC1 // Floors 39th - 20th WTC2
  - 45° angle wedges (20% standard penetration depth at wedge apex) are removed from an additional 11% of the remaining uncut core columns. 290g of CL-20 is placed opposite the wedge hovering at 15.35cm. The demolition is covered with an open ended steel box with four 90° flaps (looks nearly identical to a cardboard box with the flaps open). The flaps are welded to the column directly over the demolition and its hovering mechanism. A small circular opening at the top of this box allows it to be filled with open-cell foam after it is welded to support members. An additional 21-23cm of a fibrous hardening foam is sprayed over and around the outside of each box

- Destruction: Spandrel
  - Floors 89th - 30th WTC1 // Floors 75th - 25th WTC2 (certain STC floors skipped)
    FX: Assisted core distortion via uneven distribution of horizontal mass
    - Every 5th spandrel (horizontal span) at every 3rd floor on alternating sides is targeted with an 80g canister of thermite. Specific method is called a "backstabber"
      - Primary target: lateral spandrel
      - Secondary target: seating host
- Destruction: Basement (WTC1) BL1-11a // (WTC2) BL2-13c (excess thermite is placed in this area near demolitions)
  - Target: Primary-Core Mass Support/Secondary-Clinch Retainer
  - Demolition Means: CL-20
    - Dissipation: 47 sections targeted at 453g per section
  - Support disruption: lunated half-moon/wedge half-moon
- Destruction: Acidic (fluoroantimonic acid)
  - 909 (WTC1) & 741 (WTC2) core points (nodes) targeted. This includes 33 points per hat truss (HT)
    - Design Intent: Decay of node strength making nodes sensitive to secondary micro-undulations
    - Avg. node saturation: 6.5mL per node

Major Demolitions/Incendiaries
(WTC1/2)

Primary Demolition: WTC1/2
CP: Caged Polynitramine // MMR: Nitration Rinse
Spec.: CL-20 // Ignition Type: Electronic IGM bridge-bridged oscillation
Yield: 14.92 MJ/kg // KIPS: 36,000 f/s
Yield Enhancements: Homogeneity of Nano-Particulates
R&D: (Indian Head, Israel, HEMRL-India) // Knowledge of use-Yes, Yes, No
Manufacturer (primary): Saudi Arabia // Knowledge of use-Yes
U/C: $16.00 (U.S.) per gram // Payee: Halliburton Feb. 2000

Primary Incendiary: WTC1/2
CP: Intermolecular Composite // MMR: Sol-Gel
Spec.: Nano Thermite // Ignition Type: Electronic EME Match- threaded initiation
Yield: 4.72 MJ/kg // KEP: Hyper-Thermitic
Yield Enhancements: Poly-Porous Ultra Granulation
R&D: U.S. (China Lake, Livermore) // Knowledge of use: Yes, Semi
Manufacturer: Israel // Knowledge of use-yes
U/C: $14.75 (U.S.) per gram // Payee: Halliburton Sub. Sept. 2000

Demolition/Incendiary Delivery:
Gross Pick-up agent: Israel // Drop-off: Geilenkirchen Germany // Pick-up from Geilenkirchen Germany: CIA C.R.E.S.T.22
Pick-up date-June 19th 2001 (~5:33p.m.)
Deliver-NAES, NJ June 20th 2001 (9:17a.m.)

Pentagon

Light poles

Aug 17th 2001

- Fifteen select light poles are replaced near the Pentagon
  - VDT is aware of this removal but not of the replacement type
- Five of the fifteen poles are replaced with pre-designed poles specifically designed with light weight/high PSI capability. The remaining ten poles are functional and are used only to minimize suspicion

Five poles:

- Each vertical main pole:
  - Is made of extremely thin and light aluminum
  - Is arched 0.86 degrees in the general direction of the Pentagon
  - Is 80cm shorter than standard pole placement
  - Is open ended against the base and forms an airtight seal against it
  - A 33cm long, oblique circular aluminum cone is attached to the inside of each vertical main pole
    - The apex of each cone is removed leaving a 83.82mm diameter aperture
      - The base of the cone serves as an internal nozzle and is attached to the interior of each vertical main pole 43cm from the vertical main pole's "X" shaped base opening. Each cone in each vertical main pole is angled in the general direction of the Pentagon. All compressed air exiting the vertical main pole must pass through these angled nozzles. These internal nozzles control the speed and generic direction of compressed air flow
  - Contains a high PSI inlet valve
  - Is attached to the base with solid-state breakaway fasteners that are sensitive to condensed ambient vibrations
- Each horizontal arm:
  - Is internally isolated from the vertical main pole
  - Is made of a slight thicker aluminum than the main vertical pole
  - Is evenly arched towards the ground 0.11 degrees
  - Is 20cm longer than standard
  - Each light dome contains 18 liters isopropyl alcohol and is isolated from the remainder of each horizontal pole
    - The domes are designed to break open upon impact with the ground
    - Isopropyl alcohol is used as it evaporates quickly
    - The mass of the alcohol is used to make the poles front heavy when airborne
- None of the five poles are functional at any point in time
- The entire structure weighs 84kg DW

Aug. 27th 2001

- Pole placement completed

Aug. 28th 2001

- Poles are pumped to max PSI to test seals
  - Similar tests are conducted on Sept. 7th and Sept. 10th
- Two opposing walls in Ring C receive a large loop-shaped cut that penetrates ~2/3 the depth of the wall. This cutting is done from the inside of the Ring. Once completed, a standard office wall is reconstructed to cover the structural cuts. A six drawer filing cabinet is attached to the newly constructed office wall directly centered on the loop and equates to the radius of the loop

Sept. 11th 2001

- 5:24 a.m. All five poles are pumped to the required PSI
- 9:38:01 a.m. A stationary explosion at the Pentagon disrupts the solid-state fasteners that anchor the poles to their respective bases. Poles accelerate away from their bases and wobble through the air. The design of the poles allow them to bend and distort upon impact with the ground

Video

The video was assembled post Sept. 11th 2001 using historical footage from the post cameras. Historical footage includes:

- A white w/gray trim 1996 Oldsmobile Silhouette work van that the camera caught crossing the Pentagon lawn
  - Seen as the initial object on the right side of the frame
- A fire hydrant located next to the Pentagon helipad during a flow test
  - Used to create a vague smoke trail

The video steps:
The frames from the explosion, the Oldsmobile Silhouette and the fire hydrant are three separate events that are spliced into a single video

Renovation and Explosive Placement

Prior to nine eleven a large section of the south wall is closed for renovation. During this time the Pentagons structure is weakened and explosives and airfoil debris is placed within the target arena

Ring E modifications

- Two main joints that connect a large section of Ring E are pneumatically wedged apart
- The vertical load bearing support members are weakened on ground level floor

Explosives:

- Four different types of explosives are used
  - RDX (localized mass support disruption)
    - Attached to pre-weakened vertical load bearing columns
  - Semtex-10 (comprehensive destruction effect)
    - Equally proportioned into ten 16 liter blue buckets with the marking "REA-Plaster" on the sides and lids
      - All ten blue buckets are placed on the ground level floor of the Pentagon's Ring E
      - The buckets are equally divided and positioned half under the wedged main joint on the left and the other half under the wedged main joint on the right
      - The buckets are equidistant and nearly traverse the full depth of Ring E
      - Each bucket sits atop 5'x6' steel plates
  - Kerosene (2700 gal) (charring effect)
    - 900 gal of kerosene is placed in a small white construction trailer directly in front of Ring E
      - Aircraft components are placed inside the walls of this trailer and are internally isolated from the kerosene via a thin layer of tin that lines the inner wall
        - ✓ These aircraft components are coated with a thin layer of pellucid wax to be intentionally protected from charring
      - Components that support flight mechanics are also placed inside this trailer. These components are placed near the kerosene containers to be intentionally exposed to charring
    - 400 gal of kerosene is placed in a construction dumpster near the trailer
    - 680 gal of kerosene is placed in the center of Ring E's ground level floor
      - Airfoil components are placed on the 2nd floor of the Pentagon above the kerosene
        - The thickness of the flooring between the two is reduced
      - 500 gal of kerosene is placed in Ring D
      - 220 gal of kerosene is placed in Ring C
  - Other
    - Four medium sized "wads" of Composition 4 explosive is placed in Ring C to accomplish several objectives: termination of four specific individuals, destruction of two computers and one mass storage device, and to create a uniformed opening on Ring C's inner and outer walls. The explosives are concealed inside the third and sixth drawers of a locked filing cabinet that is bolted to Ring C's walls
      - Reason and method of uniformed opening: Two jet engines are acquired from Davis Monthan AFB on Sept. 6th 2001. The housings and nozzles are removed and the engines are purposefully damaged. The intention was to place one engine between Rings E and D and the other engine between Rings C and B. On Sept. 9th 2001 the engines were supposed to be lowered between the Rings by helicopter. The engines were to rest directly on the ground. A crate with its bottom panel missing was to be lowered over of each engine to conceal them. These crates were designed to look wooden, but were made completely of Styrofoam. The intentions were for the explosions at the Pentagon to annihilate the Styrofoam crates, thereby leaving the engines exposed between the Rings. Several unexpected events on Sept. 9th prevented the obscure placement of the engines between the Rings. A second attempt was made the following day, but the opportunity to do it covertly was not present. The idea of engine placement between the Rings was scrapped by Rumsfeld at 8:11pm Sept. 10th 2001
        - A similar type of opening is also attempted on Ring C's outer wall to demonstrate that a large object breached both walls of Ring C. For unknown reasons, the demolition at Ring C's outer wall does not detonate correctly

Operations

In this report the terms "NGB-21" and "government" will be used interchangeably. The purpose of this report is to prevent the execution of Project Black Star. Operations listed here are considered necessary for its execution. Project Black Star culminates in the termination of a large percentage of the population.

An agreement was signed by the top officials of NGB-21(Northern Group Brotherhood) on July 11th 1964 in South Dakota. This decree is 996 pages thick and was termed "The Sumpter Accord of 1964." NGB was founded in 1903. In 1964 it had 14 officials, but by 1992, it had grown to 21 officials. NGB-21 has only 21 top officials, but has 2231 sub members (Affiliate Corp) that branch into parallel groups. NGB-21 is the most power grouped organization in global history and is responsible for everything in this report. As of 2011, a known total of 300 NGB-21 sub-members have penetrated ranked positions within governments all over the world with 75 of those dissolving into ranked positions within the U.S.

To date, not a single member of NGB-21 has been able to achieve presidency of the United States. The timing of most of the operations listed here are somewhat flexible with the exception of Operation Second Shining. In the 2020 election, a top official of NGB-21 must become president of the United States and serve no less than two terms. From this point in time, the events leading to Project "Black Star" will accelerate exponentially.

The following is a summarized list of the most important operations leading up to Project "Black Star." We are willing to share a summary of some of the more important operations but they are too detailed and complex to fully express via a paper medium. We are however willing to publically release a full copy of The Sumpter Accord if the terms indicated at the end of this report can be achieved. The following operations are not listed in any particular order as they are all complexly interlaced and therefore lie beyond the simplified scope of this report:

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Snap Shot: (also termed- Project 151)

- Theme- "know thy enemy"
- Function- To track locations/activities of individuals and predictions
- Method (individual)- Ping-thread isolation from private devices
  - Method - Individual Electronic Tagging (IET Tag)
- Method (public)- Local and state video/audio devices feed live into a central database
  - Method - ST visual tasking
- Sectional input database analysis:
  - Wolverine // Location-MD (east coast input/analysis) // Completed 2004
  - Big Red // Location-CO (central input/analysis) // Completed 2005
  - Crusader // Location-AZ (west coast input/analysis) // Completed 2009
- Collective input database analysis: All data from sectional databases analyzed by central hub
  - "Iron Hand" North American Central Hub // Location-UT (gross input/analysis) // Expected completion 2014
    - Aka: A Narus Portal
    - All digital data will be fed into the Iron Hand Database
    - Suggested CAPOX FLOP: 10^{15} FLOPS
    - Anticipated data storage: 96 Exabyte per din
    - Din count: 100
    - Expected Cost: $3.2 billion
    - U.S. OS: "Twilight" ("Zeus"=global OS)
      - Wolverine, Big Red, Crusader and Iron Hand are experimental databases with the function of global data storage and analysis
        - Upon the completion of Project 51, conversion to the "ZUES" OS version will be made. ZEUS utilizes the universal Knight-Watch databases (KWDD).
        - At completion of this conversion **Operation Light Scope** and **Global Reach III** reach operational status
- **Operation Ghost Hunter** (related operation)
  - Operation Snap Shot (OSS) is a means of gathering information and making predictions based upon that information. OSS is also used to discover individuals who pose a direct or indirect threat to the operations. OGH is the means by which identified threats are countered
    - How threats are deemed:
      - Catagory1- U.S. personnel that have or had direct access to and/or knowledge of classified information and are at risk to expose or defect
      - Category2- U.S. citizens who haves, gained knowledge of and/or access to classified information and are capable of exposing such information
      - Category3- Foreign officials in positions of power who have gained knowledge of and/or access to classified information and are perceived capable of exposure
      - Category4- Foreign citizens who have, gained knowledge of and/or access to classified information and are capable of exposure of such information
        - If discovered and meet certain criteria, they will either be terminated or indefinitely detained by one of four priority teams
- Other: TEKO database (grandfathered into project 51 in 2004)
  - Creation: 1997 // Location-KS

- Function: Monitors individuals that are in violation copyright laws. Individual information is stored in the TEKO database for future use. As of 2009, this database contained information on ~16 million individuals

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Maroon Moon:

- Theme: A Class-L Operation (C.L.O) requires a massive military buildup estimated at 195 million military personnel, with the U.S. supplying 25% of this value. The means to achieve this are currently underway
- Function: Middle East Warfare
- Method (U.S. 25%)
  - Any individual of age and capability who has received or accepted any government entitlement/subsidies (welfare, food stamps, student loans etc.) will be required to immediately reimburse the government the amount received or join the military to work off the debt
  - A list has been compiled starting in June of 1997 containing information on individuals in the United States who have violated any EULA. These individuals will be offered three options:
    - Spend X number of years in prison per illegal copy/download
    - Pay X amount per illegal copy/download
    - Sign a contract with the military for X number of years as a substitution
  - As of 2007, a standard prison term/fine has yet to be determined. They will be designed to be unreasonable thereby ensuring the third option will be elected. The length of the military enlistment will be determined by the quantity and/or value of the EULA violation. Regardless of quantity or value, no individual who is in the TEKO database will serve less than 4 years
- As part of Maroon Moon, the Euphrates River is to be controllably redirected into the Mediterranean Sea at their closest northern points. A canal with a functional partition will be proposed to unite them thereby allowing the Euphrates to empty into the Mediterranean either partially or completely. Initially, a complete deviation will occur for 6-8 continuous weeks immediately following the canals completion. This partition is movable and can allow the Euphrates to reestablish its typical path but can be redirected at will. Function is not understood

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Recoil: (aka protocol "six-one-six-four" or "Simple Choice")

- Theme: Civilian disarmament
- Function: Denial of arms to U.S. citizens // Support of anti-revolution
- Method: (denial)
  - Suspension of related Constitutional Statutes
- Method: (collection)
  - Stage0: A nationwide change to the composition, quantity or quality of ammunition available to citizens
  - Stage1: Obscure Constitutional Override
  - Stage2: Possession is illegal
  - Stage3: Buyback program (willing)
  - Stage4: 49 day voluntary arms surrender policy (for buyback rejection)
  - Stage5: Allows 10 additional days for voluntary surrender of arms. Only valid for select circumstances
  - Stage6: Any individuals who have not voluntarily surrendered their arms will be placed into FRS (Forced Recovery Status) and will receive an automatic felony and will immediately be considered an armed felon. When this status is received, a 10 year prison sentence is mandatory. Sentencing can be exchanged for military service

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CounterPoint : (also referred to as Directive HR-7701)

- Theme: Take advantage of preconceived fears and social expectations regarding Dec 2012
- Function: Exaggerate and exploit the scenario to enhance steps of a global order
- Method: Exact method is currently unknown, but does involve social and economic malfunction

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Insurrection Lambda: (aka HSPD-20)

- Theme: Civilian based military "For the second time in American history ...our military may be called upon to remind its citizens that the American government will not be questioned in its God given authorities" – Sumpter Accord summer 1967
- Function: Anti-revolution
- Type: Domestic military // Projection: 800,000-1,200,000 ground troops
- Method1: (suggested creation) A legal clause created to allow FEMA command of the United States National Guard during times of national emergency. Through secondary congressional approval, FEMA will maintain control of all Units to protect within United States Borders
- Method2: (suggested creation) U.S. Intelligence, will suggest that the United States has been infiltrated by an extensive multinational terrorist community. This will be discovered suddenly, will be deemed unusually dangerous, and the terrorists will be on the verge of an organized attack. The public's fear of the alleged terrorists living among them will be utilized to enhance fear and suspicion. This panic will be the driving force in the validation of the creation of this task force. The example of the 9/11 Hijackers will be used to validate the ease of us security circumvention
- Method3: (suggested creation) Unapproved forced enactment
- REX84 formation

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Second Shining: (aka Dragon's Teeth)

- Theme: NGB-21 top official must become president of the United States during the 2020 elections

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Thermal Coast: (aka Sand Sweep)

- Theme: To enact war powers against Iran
- Function: To engage Iran in war using "warranted" means
- Method1: (suggested) To indirectly purchase several Iranian offensive weapons and covertly launch them from within Iran's borders onto U.S. military installations in either Turkey or Iraq
- Method2: (suggested) To indirectly purchase several Iranian offensive weapons and covertly launch them from within Iran's borders to strike at or near Dome of the Rock

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Project "Black Star" (also referred to as S.S.K. 19 or Stellar Fury)

- Theme: Mass termination of nonentities
- Occurrence: Definitive
- Function(1): To re-evolve humanity
- Function(2): Strict insertion of a logic based social doctrine
- Function(3): Anti dysgenics
- Method: Exact method is fully known. However, it is too unbelievable and complex to be presented via any paper medium. A full explanation of Project "Black Star" will be rendered if the terms at the end of the report can be achieved

Proposal

Enclosed in the preceding report is the compilation of all STARKS, radar data, TKS dockets, timing indexes etc., which we have collected. Those of us who have worked on the compiling of this report have firsthand knowledge of these events, and have spent the last several years ensuring that we have the proper documentation to back up our claims. Though it may initially seem that this report is to clarify the controversy surrounding the events of September 11, 2001; our true intention is the prevention of certain events planned for the future. We have elected to offer the necessary documents and evidence, as well as our testimony to validate these claims, provided that certain requirements are met:

- The United States must provide us, our families and seven other individuals of our choosing, with a permanent fulltime security detachment
  Because of our participation in the September 11th attacks, we will require full immunity and impunity for our actions in those attacks as well as for the testimony we will give. This immunity must be publicly declared by a high ranking official within the executive branch. We will not incriminate ourselves by forwarding evidence until or unless security and immunity is granted. Furthermore, all evidence that we will present will be absolute and will contain zero ambiguity. When we are done, there will be no doubt as to the methods, reasons and individuals involved in Ops. Frontier-D or any of its subsets thereof
- Within 96 hours of the public declaration, 10% of our evidence will be forwarded to three major public mediums of our choosing, this will consist of video footage and photographs of the passengers at the KKMC Complex. This evidence must be televised within 24 hours of receipt
- Once we are granted immunity and our initial evidence is televised, we will, within 120 hours, contact all necessary groups and individuals necessary to proceed. We will give our sworn testimony and display all evidence from a neutral country of our choosing. This entire process MUST be televised live and uninterrupted for its full duration
- Any undisclosed evidence that we have will be placed in an archive available for public viewing. The location of this will be made known at the end of our live video feed
- Agreement to all of our terms must be made on or before 12-12-12 at 20:00 EST. If an agreement is not made by this date we will consider ourselves absolved of all responsibility for the occurrence of Ops. Frontier-D and its future sister events

Our primary reason for providing this information is for the prevention of specific future events that some of us no longer deem acceptable. We have learned from past experience that simply forwarding evidence or proof will not accomplish what we are trying to do. So let us be clear about our agenda: All information detailed in this report is true and just. We decided to reveal the information in this form first because we unanimously decided against forwarding hard evidence until we are granted immunity for our part in Ops. Frontier-D. Our primary agenda is to annihilate the evolution and occurrence of specific future events, specifically Project "Black Star." We can't think of any better way to accomplish this other than to give our sworn testimonies live while presenting the evidence to prove what we are stating. You could say this our way of making amends for our participation in Ops. Frontier-D among others. Although it is sufficiently explained within, the "how's" of Ops. Frontier-D is not important when compared to the "why's." And it is these "why's" that must be explained away in the manner we have suggested as this cannot be done via any paper medium.
We fear that, sooner than later, there will be no defense against the storm and no escape, of sufficient value, will be granted for the average citizen, church or state.

We are able to provide absolute proof of the following:
The majority (~80%) of the information/data expressed or presented in this report
Persons involved in Ops. Frontier-D: 17 U.S. citizens, 36 persons from the U.S government and military, 24 foreign officials, 11 NGB-21 top officials and 7 top members from her Affiliate Corps.
The existence and function of Project "Black Star"

If our proposal is granted, the following will be utilized to decisively conclude our testimony as absolute:
104min of various video footage that was covertly recorded (we have the originals)
171min of non-encrypted classified videos (copied from source file)
44.66 GB of encrypted classified videos (copied from source file) (currently encrypted and will be surrendered as such)
164min of covert close-quarter audio recordings (we have the originals)
40,014 digital documents (copied from source file)
109.02 GB of STARKS, TKS and radar data (copied from storage device)
~10min of recorded radio communications between Oscar and Planes C and D
96 covertly taken digital photographs (we have original files)
114 official digital photographs (copied from source file)
924 copied pages from the original Sumpter Accord of 1964. 72 pages will be missing from the original 996 (authentic paper copies)

The reaction or lack of reaction of officials should be closely observed as those involved will be deeply concerned about the contents and potential outcome of what we have offered. Preemptive countermeasures are currently in place to thwart exposures attempts such as this. When they play their usual games, heed them no warning for on the surface they will display a calm façade, but behind the scenes they will seek us with everything in their arsenal. Do not fear them, for as of today this can be undone.

The following code will be rendered if we so choose to contact the recipients of this report, and should therefore **NOT** be made public:

echo-six-one-bravo-november