

Was Flight 93 Shot Down ?



What Did the Witnesses Observe?

What Do the Debris Fields Show?

**Why Did the 9/11 Commission
Change the Timeline?**

Witnesses Heard Explosions Before Flight 93 Nose-Dived

A passenger inside a locked bathroom called emergency dispatchers using his cell phone. *According to dispatch supervisor Glenn Cramer the man said the plane "was going down. He heard some sort of explosion and saw white smoke coming from the plane."*
[[Courier-Journal, 9/12/01](#)]

Ernie Stuhl, the mayor of Shanksville: *"I know of two people -- I will not mention names -- that heard a missile. They both live very close, within a couple of hundred yards... This one fellow's served in Vietnam and he says he's heard them, and he heard one that day." He adds that based on what he has learned, F-16's were "very, very close."*
[[Philadelphia Daily News, 11/15/01](#)]

Laura Temyer of Hooversville: *"I heard like a boom and the engine sounded funny. I heard two more booms -- and then I did not hear anything. ... I think the plane was shot down," insists Temyer, who said she has twice told her story to the FBI. What's more, she insists that people she knows in state law enforcement have told her the same thing, that the plane was shot down and that decompression sucked objects from the aircraft, explaining why there was a wide debris field.*
[[Philadelphia Daily News, 11/15/01](#)]

Unnamed witness:
... said he heard two loud bangs before watching the plane take a downward turn of nearly 90 degrees.
[[Cleveland Newschannel 5, 9/11/01](#)]



Linda Shepley: She hears a loud bang and sees the plane bank to the side.
[[ABC News, 9/11/01](#), cited by [CooperativeResearch.org](#)]
She recalls seeing the plane wobbling right and left, at a low altitude of roughly 2,500 feet, when suddenly the right wing abruptly dipped straight down, and the Boeing 757 plunged into the earth.
[[Philadelphia Daily News, 11/15/01](#)]

Debris From Flight 93 Was Scattered Far From the Crash Site

The accounts of many eyewitnesses and the shape of the impact crater confirm that Flight 93 plunged into the ground from a nearly vertical trajectory. Yet pieces of plane debris were found far from the crash site, in three separate debris fields.

Primary Debris Field: 2000 Feet Wide:

A crater 10 feet deep marked the center of the primary debris field. *A sector of one engine weighing one ton was found 2,000 yards away. This was the single heaviest piece recovered from the crash, and the biggest, apart from a piece of fuselage the size of a dining-room table.*
[[Independent, 8/13/02](#)]

Indian Lake and New Baltimore: 3 and 8 Miles Away:
Eyewitnesses reported crash debris floating in Indian Lake, several miles from the crash site.
[[Post Gazette, 9/13/01](#)]

"A second debris field was around Indian Lake about 3 miles from the crash scene. Some debris was in the lake and some was adjacent to the lake. "More debris from the plane was found in New Baltimore, some 8 miles away from the crash.
[[CNN.com, 9/13/01](#)]



The wind that day was 9 mph, and could not have carried debris from the impact crater to locations 8 miles away.

The 9/11 Commission Rewrote the Time of Flight 93's Crash

Flight 93 Crashed at 10:06

Although, seismic signals across the network are not as strong and clear as the WTC case (see Kim et al., 2001), three component records at station SSPA ($\Delta = 107.6$ km) shown in Figure 6 are quite clear. The three-component records at SSPA are dominated by strong Lg arrivals, whereas the Pg waves are difficult to discern and have amplitudes comparable to the noise level. This is typical for seismic waves generated by airplane impacts and crashes. Hence, we infer that the Flight 93 crashed around 14:06:05 \pm 5 (UTC) (10:06:05 EDT). The uncertainty is only due to seismic velocity at the uppermost crust near the surface in which the Lg waves propagated.

[[Lamont-Doherty Earth Observatory of Columbia University](#)]

Forty-five seconds after telling Fritz to evacuate the Johnstown tower, Cleveland Air Traffic Control phoned again. "They said to disregard. The aircraft had turned to the south and they lost radar contact with him." It was 10:06 a.m.

[[Pittsburgh Post-Gazette, 10/28/01](#)]

The Federal Aviation Administration said yesterday it turned over to the FBI a radar record of United Airlines Flight 93's route. The data traced the Boeing 757-200 from its takeoff from Newark, N.J., to its violent end at 10:06 a.m., just outside Shanksville, about 80 miles southeast of Pittsburgh.

[[Pittsburgh Post-Gazette, 9/13/01](#)]

Also, according to sources, the last seconds of the cockpit voice recorder are the loud sounds of wind, hinting at a possible hole somewhere in the fuselage. What caused the smoke and explosion? Why the wind sounds?

[[Mirror.co.uk, 9/12/02](#)]

The 9/11 Commission Claims the Crash was at 10:03

United 93 crashed in Pennsylvania at 10:03:11, ... The 10:03:11 impact time is supported by previous National Transportation Safety Board analysis and by evidence from the Commission staff's analysis of radar, the flight data recorder, the cockpit voice recorder, infrared satellite data, and air traffic control transmissions.

[[9/11 Commission Report](#)]

Unfortunately, the public does not have access to any of the sources that the Commission claims supports its crash time of 10:03.

Claims Flight 93 Didn't Crash Conceal Shoot-Down Evidence

A hoax theory that Flight 93 **did not even crash in Pennsylvania** is advanced by certain websites, books, and videos (i.e., *Team8+*, *'9/11 Revealed'*, *'Loose Change'*). Promoters make one or more of these false claims:

1. There was no plane wreckage at the alleged crash site.
2. Flight 93 landed and deboarded in Cleveland.
3. The cell phone calls from Flight 93 were faked.

Claim 1 exploits the counterintuitive tendency of high-speed crashes to reduce planes to small rubble. In fact, the remains of Flight 93 were recovered from the crater produced by the plane's plunge into the soft landfill.

Claim 2 was created from an erroneous news report stating that Flight 93 landed in Cleveland, and embellished with a fantastic scenario of passengers being herded into an empty NASA research building and disappeared.

Claim 3 is based on the dubious theory that cell phones don't work above 10,000 feet. Even if true, it would not make the calls from Flight 93 suspect, since the plane may have been below 10,000 feet when the calls were made.



The nose-dive of Flight 93 into landfill in a reclaimed strip mine buried most of the plane and reduced it to small pieces.

The denial of the crash of Flight 93 appears calculated to alienate victims' survivors and the larger public from the 9/11 truth movement. It is part of a campaign to deny the crashes of each of the four jetliners, functioning to reinforce the false dialectic of gullible conspiracy theorists versus the official story.

Hiding Flight 93's Shoot-Down: the Tip of the Iceberg

Why did the Commission Change the Crash Time?

The Commission may have changed the crash time to cover-up the last 3 minutes during which the shoot-down would have occurred. Possible reasons for a shoot-down to destroy the plane include:

- To protect the Capitol if Flight 93 was under the control of the hijackers
- To prevent Flight 93 from landing if it was under the control of the passengers

The debris trail supports the second possibility: a decompression miles east of the primary crash site suggests the passengers had gained control and reversed direction before being shot down. If 9/11 was an inside job, the landing of Flight 93 may have exposed the plan.

What Else is the Commission Hiding?

The Commission's fudging of the timeline of Flight 93's crash is just the tip of iceberg of the Commission's dishonesty, which is documented in the scholarly book *Omissions and Distortions* by David Griffin. Here are just a few examples:

- It completely [rewrites the timelines for the notifications and responses](#) for all four hijacked flights.
- It makes no mention of WTC Building 7, the [only alleged case of a steel-framed building totally collapsing from fires](#).
- It avoids mentioning that [government officials and business leaders received warnings and avoided targets](#) of the attack.
- It calls the structural cores of the Twin Towers -- [each of which had 47 massive steel box columns -- "hollow steel shaft\[s\]."](#)
- It avoids mentioning that the Twin Towers were [shredded and pulverized to dust](#).

further reading ...

[911Research.wtc7.net](http://911research.wtc7.net)
Flight93Crash.com
911Review.com

This flyer is on the Web
(with hotlinks to all supporting references):

<http://911research.wtc7.net/materials/flight93/>