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For my upcoming presentation at the 9/11 event "On the Wings of false Flags" coming Saturday, I have been studying and analyzing during the past weeks the events again on that dreadful day in September 2001. As a proud member of Pilotsfor911Truth I have been focusing especially on flight data recorder information of Flight 93 and 77 that was released by the NTSB after numerous Freedom of Information Act requests. The other black boxes were supposedly all destroyed and dustified on ground zero. Too bad they didn't wrap these black boxes in one of the 3 hijacker passports that were found. Going through the piles of (self contradicting) data after quite some years I am again amazed that they got away with this crap in order to start their fraudulent war on terror that actually increased state sponsored acts of terrorism to indefinite proportions. The released flight data overwhelmingly confirms the flight technical and operational impossibilities of the official narrative to the degree that it has something of a mockery towards pilots that can think for themselves. The flight data recorder information released by the NTSB does not support the official hypothesis, moreover it completely contradicts the official narrative presented by the 911 commission report and is inconsistent with their own released "hard" data. There is overwhelming evidence which suggests the data that is being provided to the public through the FOIA, is not from an aircraft which has been operated by American Airlines. Check out the phone call by Pilotsfor 911Truth to the NTSB confronting them with the barrage of inconsistencies. [http://pilotsfor911truth.org/p4t/77flightdatarecorder.mp3](https://l.facebook.com/l.php?u=http%3A%2F%2Fpilotsfor911truth.org%2Fp4t%2F77flightdatarecorder.mp3%3Ffbclid%3DIwAR3-IJwqEx2TX0snCUTp4LCmkL5k5gpvz7jq1loGRsnVY52ex4qef3dE75U&h=AT0bX7fTFxTN5fsfpQAeBYNQ-JLrok7oT9DZ9ZFYo8do3rSgPTqgb_50a7vNTMDFrWw_2ZChMeuAxoZmqGSjdDZ-Zu6s8pNsR06IR0NnNPM9K7_hkJcP2RbqRiVlPyvauTv4HXolOxHCbJapalpMwpJv6y7V3rKgvA)  
The flight technical and operational impossibilities of the 4 airplanes exceeding their operational and maneuvering limitations to the extreme while flying at supersonic equivalent airspeeds in the most advanced and best protected airspace in the world without being intercepted make the official hypothesis in my view absurd. Even more absurd in the official hypothesis are the psychological miracles that happened during the attacks. Take Flight 77 which allegedly crashed into the Pentagon as an example.   
The official story unfolds something like this. Within 3(!) minutes the following plot unfolds: With his box cutter, the diminutive Hani Hanjour, sometime after take-off, fought his way into the cockpit, and wrestled control of Flight 77 from a 6'4" former Marine combat fighter captain with anti terror training, named Charles Burlingame, a man family members and colleagues say would never have given up his aircraft or the safety of his passengers. After dealing with the co-pilot as well and discharging both pilots to the back of the airplane, clumsy Hani Hanjour settled in and turned his attention to the bewildering array of gadgets and devices of a Boeing 757 instrument panel - a panel he was wholly unfamiliar with - in an airplane traveling 500 mph, 7 miles in the air, while under the extreme stress of a recently executed hijacking plot. Then, miraculously and without the help of any ground control or air-traffic controllers providing him any information and/or settings, this pilot who could not control a tiny Cessna 3 weeks earlier applied his genius and advanced situational and positional awareness and instantly interpreted his heading, ground track, altitude, and airspeed information on the displays before he could even figure out where in the world he was, much less where the Pentagon was located in relation to his position." Again, all this happened within 3 minutes according the official story.   
From the Ohio/Kentucky border, Hanjour then supposedly turned the plane around, set course for Washington D.C. hundreds of miles away, and successfully entered the most restricted airspace in the world without eliciting a single military intercept - despite the crash of two other known hijacked aircraft into the WTC, and a missing third, being covered on every radio and television station in the world. In order to perform this bit of electronic navigation, he would have to be very familiar with (Instrument Flight Rules) procedures. None of the alleged hijackers even knew what a navigational chart looked like, or even how to plug frequencies into NAV/COM radios, much less input information into flight management computers (FMC) and engage LNAV (lateral navigation automated mode). If one is to believe the official story, all of this was supposedly accomplished by raw student pilots while flying blind with 500 MPH over unfamiliar (and practically invisible) terrain, using complex methodologies and employing sophisticated instruments."  
The official story of Hanjour's flight path continues in an even more bizarre narrative. Having successfully entered D.C. prohibited airspace which was on high alert, with no idea how soon fighter aircraft would show up to shoot him down, he finds himself pointed in the ideal direction toward the East wing of the Pentagon, where all the top brass in the military are known to be stationed. But then he apparently changes his mind as to his heading, and pulls off that incredible, sweeping 270-degree descending turn at 400+mph to approach the Pentagon from the opposite direction. Once this maneuver was completed, without going into a graveyard spiral, he started to pull out of the descent at 2200 feet and accelerated 30 knots more at full power to 460 knots thereby exceeding the B757 maximum operating speed Vmo by 110 knots. Hani Hanjour at the control of the Boeing 757, who could not control a Cessna 172 during landing just 3 weeks before, crossed the highways, knocking down light poles, came level over the lawn which required up to 11G (Max positive G force for the B757 is 2,5G) While entering and overcoming ground effect at 460 Knots, he didn't touch the lawn and got a 44 foot high target (Tail height of 757) into a 77 foot target completely, without overshooting or bouncing off the lawn, or spreading any wreckage at 460 knots. All this with a 33-foot margin for error. Wow, impressive.  
Join me and [Christopher Bollyn](https://www.facebook.com/profile.php?id=100005111508172&__tn__=%2CdK-R-R&eid=ARDqBVy2dZIhH111B0Z5lpYpgbaRyXBuQZhzK7uMhgO3UGWnanbIUKsxzb2ZKXWr0pRFjkT7ThUKwqKb&fref=mentions) next Saturday in Zwaanshoek:  
More on AA77:   
[https://www.youtube.com/watch?v=PtlzCyKbw5Q&t=75s](https://www.youtube.com/watch?v=PtlzCyKbw5Q&t=75s&fbclid=IwAR0cYSz9bEXf7U4KViCplPprjPX9R4uXC9J_8knp0DWOX10YBrOjo_BAyEI)  
[http://pilotsfor911truth.org/descent\_rate031308.html](http://pilotsfor911truth.org/descent_rate031308.html?fbclid=IwAR31tTKggXaJHY3v1E8TzbYcXkNH0gs68TtAg4-57NhrG8gzKHnogVMLYoM)  
[https://www.youtube.com/watch?v=f6mipMlww3k&t=1104s](https://www.youtube.com/watch?v=f6mipMlww3k&t=1104s&fbclid=IwAR2X3awdN1AdVHSh0rYWt9cOxFhc0zBJQpX8McVPkcF2IWRSsLsxoEJcCFg)