
More on the good Rabbi Dov Zakheim

(Saturday, 09 September 2006) - Contributed by Jerry Mazza

Rabbi Dov Zakheim: Chief Architect of 9/11 Part I - Recherché du trillions perdu

Pardon my bebop French, paraphrasing Marcel Proust's famous novel, *Recherché Du Temps Perdu*, which is about his childhood memories flashed to life by a piece of tea-soaked toast whose taste reminds him of a childhood cookie. In my case, *Recherché du trillions perdu* (Remembrance of trillions lost) was triggered by seeing that tidbit Donald Rumsfeld gave us on September 10, 2001: that the Pentagon could not account for \$2.3 trillion dollars. It had vanished in the rabbit hole and the story was buried the next day under the rubble of 911. Merde.

And in fact Rummy lamented that was \$8,000 for every man, woman and child in America. One Jim Minnery, a former marine turned whistle-blower, risked his job at the Defense Finance And Accounting Service when he asked about the millions missing from one defense agency's balance sheets. Minnery attempted to follow the money, criss-crossing the country looking for clues, only to have his boss look at him and say, "Why do you care about this stuff." He was reassigned and the booboo written off.

And the memory flashes forward to January 31, 2005, and the Pentagon announces that Rabbi Dov Zakheim, the Pentagon Comptroller, has Misplaced a Trillion Dollars. In fact, al Jazeera (of all news outlets) reported a "General Accounting Office report found Defence inventory systems so lax that the US Army lost track of 56 airplanes, 32 tanks and 36 Javelin missile command launch-units." How could all this have been lost in my memory? Of course, Rabbi Zackheim resigned, complaining that the pressure of keeping track of all that loot was too much trouble.

Yet this conflicts with other reports saying Dov was the Mastermind Behind 911. In fact, the Stephen St. John Article tells us that Dov Zakheim was chief executive officer of System Planning Corporation's International Division, that is, yes it's all coming back now, till President George W. Bush made him undersecretary of defense and comptroller of the Pentagon. In fact, he rose like a star over the Pentagon's labyrinth of marble hallways, boardrooms, inner and innermost offices.

And if memory serves, before that, from 1985 to 1987, he was under secretary of defense for planning and resources, and held various senior Pentagon posts in the Reagan madhouse. Before that with the Congressional Budget Office. Then on to Corporate VP of Systems Planning Corporation, a high-tech research, analysis, and manufacturing firm, then Chief Executive Officer and President of SPC International, Inc. In 1998, Zakheim, expert in ballistic missiles, worked with the Rumsfeld Commission. And more, yes, he is a long-time Bush crony, policy advisor to Governor Bush in the 2000 campaign theft. Yes, it all comes back.

In fact, in addition to his System Planning Corporation stewardship, he co-authored the now infamous article, "Rebuilding America's Defenses: Strategy, forces and Resources for a New Century," published, yes, by The Project for a New American Century (PNAC) in September 2000, exactly a year before 9/11. In his piece, he gave us that now infamous page 51 on which he wrote that "the process of transformation, even if it brings revolutionary change, is likely to be a long one, absent some catastrophic and catalyzing even, like a new Pearl Harbor." Merde.

I'm aware this is old history but it's flashing back, saying look at me, don't forget. SPC produced remote control airborne vehicle technologies, and Zakheim had the Pentagon means to pay for them. Also, System Planning Corporation markets the technology to take over the controls of an airborne vehicle already in flight. For example the Flight Termination System technology could literally hijack the hijackers and land the plane safely wherever it wanted.

The Flight Termination System can be used with the CTS technology that can actually control up to eight vehicles at the same time. Just go to SPC's site. It's all there, better than United Flight 93 or Oliver Stone's sleepy World Trade Center. It all comes back now: the technology developed in the late '70s after the first terror hijackings that then got into the wrong hands. And Zakheim's proximity to what Stephen St. John calls the Command Control Communications Network in DC interwoven with a cousin network of Zionics if not bionic neo-cons. Merde. Je ne suis pas fou. I am not crazy. They are.

And so one is left with that aftertaste of acrid smoke, lingering for months, a huge gray cloud hovering over the WTC ruin, the sharp blue sky of September, the white gold sun ennobling it with an eerie beauty even in catastrophe. One remembers, even when one wishes to forget. But remember we must, over and over, and learn the lesson, or be doomed to live it again. Merde. Part II - Following Zakheim and Pentagon trillions to Israel and 9-11 Think of this as part two of *Recherche du trillions perdu*, my Online Journal article on Dov Zakheim, former Bush appointee as Pentagon Comptroller from May 4, 2001 to March 10, 2004. At that time he was unable to explain the disappearance of \$1 trillion dollars. Actually, nearly three years earlier, Donald Rumsfeld announced on September 10, 2001 that an audit discovered \$2.3

trillion was also missing from the Pentagon books. That story, as I mentioned, was buried under 9-11's rubble. The two sums disappeared on Zakheim's watch.

Yet on May 6, 2004, Zakheim took a lucrative position at Booz Allen Hamilton, one of the most prestigious strategy consulting firms in the world. One of its clients then was Blessed Relief, a charity said to be a front for Osama bin Laden. Booz, Allen & Hamilton then also worked closely with DARPA, the Defense Advanced Research Projects Agency, which is the research arm of the Department of Defense. So the dark card was shifted to another part of the deck.

Judicial Inc's bio of Dov tells us Zakheim was/is a dual Israeli/American citizen and an ordained rabbi and had been tracking the halls of US government for 25 years, casting defense policy and influence on Presidents Reagan, Clinton, Bush Sr. and Bush Jr. He is, as I described him earlier, the bionic Zionist. In fact, Judicial Inc points out that most of Israel's armaments were gotten thanks to him. Squads of US F-16 and F-15 were classified military surplus and sold to Israel at a fraction of their value.

Judicial Inc also points out that Israel, a country of 4.8 million Russian and Polish Jewish émigrés, flies on one of the biggest Air Forces in the world, thanks to Dov. Conflict of interest here? Depends on what you're interested in. That is, in 2001 Dov was CEO of SPS International, part of System Planning Corporation, a defense contractor majoring in electronic warfare technologies, including remote-controlled aircraft systems, and the notorious Flight Termination System (FTS) technology that could hijack even a hijacked plane and land or crash it wherever.

More from the resume: Wikipedia points out that Zakheim is also a member of the Council on Foreign Relations and in 2000 a co-author of the Project for the New American Century's position paper, Rebuilding America's Defenses, advocating the necessity for a Pearl-Harbor-like incident to mobilize the country into war with its enemies, mostly Middle Eastern Muslim nations.

As to Dov's hell-raiser lineage, Judicial Inc points out that Grandpa Zakheim was born in 1870, Julius Zakheim (Zhabinka), in the Ukraine, a Russian rabbi who married a relative of Karl Marx. He was a Menshevik/Bolshevik and played a leading role in the 1905 turmoil that paved the way for the 1917 Bolshevik Revolution. The Bolshevik master plan called for the state of Israel, which was chosen for its proximity to the world's oil and an area of religious significance.

Dov's Father, Rabbi Jacob I. Zakheim was born in 1910 and reared in Poland's swarm of Zionist hard guys, read assassins and bombers. His Polish town, near Bilastok, also brought us Yitzhak Shir, and family friends included Menachem Begin and Moshe Arens. Dov's father was an active member of Betar, formed in 1923 in Riga, Latvia. Its goal was to control the Middle East (and its oil). It was known that the Jewish people needed their own country and they chose Palestine and claimed it a Jewish state “on both sides of the Jordan.”

Betar was in essence a terrorist organization formed because Zionists were sick of being chased from and arrested in country after country. They wanted both a place to escape and a base for their power. Betar joined forces with the Haganah, Irgun, and Stern gangs. With no prospect of a Jewish state in sight, they argued that armed struggle against the British was the only way. Since Britain occupied Palestine and was containing them they went on a blood feast of bombings that killed hundreds of British soldiers. The British pulled out, but the Zionists continue to maul the Arabs to this day.

Dov Zakheim was born in Brooklyn in 1943 and attended exclusive Jewish schools, spent summers in Israel Zionist camps, which trained the Zionists of the future. As to Dov's formal education, he graduated from Columbia University in 1970 and the University of Oxford in 1972. From 1973 to 75, he attended the London school of Jewish studies, described as a “Harry Potter” type cauldron; among the subjects Jewish supremacy, Advanced Bible, Talmud, Jewish Mysticism, Holocaust, Anglo-Judaica, and Zionism. After, he was ordained a Rabbi. From 1975 to 80, Zakheim was an adjunct professor at the National War College, Yeshiva University, Columbia University and Trinity College, Hartford, Connecticut.

As he stepped into the Reagan administration, he talked them into funding development of the Lavi Fighter at a cost of \$3 billion. The Lavi was a total flop and Israel dropped it, though it owed \$450 million in contract fees that were cancelled. Israel, according to Judicial Inc, also created a story that China was eager to buy the Lavi. Zakheim convinced Reagan that China had to be sandbagged. Reagan gave Israel \$500 million for its lost contracts. Reagan then threw in a wing of F-16's as a bonus and sign of good will. Do we see a pattern here, personal, familial, career-wise, of over-the-top Israeli advocacy?

Again, during Zakheim's tenure as Pentagon controller from May 4, 2001, to March 10, 2004, over \$3 trillion dollars were unaccounted for. Additionally, military information was jeopardized and military contractors billed the US for Israeli items: \$50 million dollar fighter jets were rated as surplus and the list rolls on. As the scandal of the missing trillion dollars surfaced and Dov resigned, Israel was handed the finest fighter jets in the US inventory while 15 percent of US jets were grounded for lack of parts. In whose best interest was this?

But Zakheim is not alone. He is one of an elite group of Jewish Americans/Israelis who inter-marry and enter

government. They and their Christian counterparts are called neocons and their sole purpose is directing US policy. Most of them are dual citizens and few serve in the US military. Think of Paul Wolfowitz, Elliot Abrams, Richard Perle, Ben Wattenberg, to mention a few. Whether their motivation is anger at the Muslim world, seen as a religious and territorial enemy, or a deep-rooted reaction to the Holocaust, the culmination of European anti-Semitism, their reactionary militarism becomes a world-threatening force unto itself. Hence our concern.

Dov and the World Trade Center

Perhaps not coincidentally in May 2001, when Dov served at the Pentagon, it was an SPS (his firm's) subsidiary, Tridata Corporation, that oversaw the investigation of the first "terrorist" attack on the World Trade Center in 1993. This would have given them intimate knowledge of the security systems and structural blueprints of the World Trade Center. From the '90s through 2001, WTC Security was handled by Securacom, a Kuwait-American firm, on whose board Marvin Bush, the president's brother, sat. After 9/11, Securacom was let go, changed its name to Stratosec, and was delisted from the Stock Exchange in 2002.

According to the SPC website (4), a recent customer at that time was Eglin AFB, located in Florida. Eglin is very near another Air Force base in Florida-MacDill AFB, where Dov Zakheim contracted to send at least 32 Boeing 767 aircraft, as part of the Boeing /Pentagon tanker lease agreement. (5)

As the events of September 11, 2001 occurred, little was mentioned about these strange connections, and the possible motives and proximity of Dov Zakheim and his group. Since there was little physical evidence remaining after the events, investigators were left only with photographic and anecdotal evidence.

There is a photograph of the Flight Termination System module, from their site.(5). Note it has a cylindrical shape, and is consistent with the size and shape of the object observed under the fuselage of flight 175.

The Boeing lease deal involved the replacement of the aging KC-135 tanker fleet with these smaller, more efficient Boeing 767s that were to be leased by Dov Zakheim's group. The planes were to be refitted with refueling equipment, including lines and nozzle assemblies.

(NB: both Flight 175, that hit the South Tower, and Flight 11, that hit the North Tower, were Boeing 767s. Flights 77 and 93 were 757s.)

In the enlargement of flight 175's photo, we can clearly see a cylindrical object under the fuselage, and a structure that appears to be attached to the right underside of the rear fuselage section.

When seen in comparison, it is obvious that the plane approaching the Trade Center has both of these structures -- the FTS module and the midair refueling equipment, as configured on the modified Boeing 767 tankers. Of particular interest is the long tube-like anomalous structure under the rear fuselage area of flight 175-this structure runs along the right rear bottom of the plane, as it also does on the Boeing 767 refueling tanker pictured.

After considering this information, I am convinced that flight 175, as pictured on the news media and official reports, was in fact a refitted Boeing 767 tanker, with a Flight Termination System attached. Use of this system would also explain the expert handling of aircraft observed in both New York and Washington investigations, which has been officially credited to inexperienced flight school students.

Since the refitted 767s were able to carry both passengers and a fuel load, as shown in this photo, it is likely that the plane designated Flight 175 was in fact a refitted 767 tanker, disguised as a conventional commercial passenger plane.

As shown in this photo of a 767 being serviced, the FTS unit, when in position, would be small and unobtrusive enough to be fairly innocuous (at least to casual observers, such as passengers). The smallest circle indicates the size and position of the anomaly depicted in the photos of Flight 175. The larger circle, which is the size of the engine housing, shows the size of the anomaly in relation to the engine. Note the size and position of the open hatches on the engine housing, which would tend to discredit the widely held theory that the anomaly is an open hatch or cargo door.

As the diagram shows, all flights involved in the events traveled very near many military installations, and appear to have traveled in a manner suggesting guidance and possible transfer of the control of the planes among the bases.

Since the evidence from the World Trade Center site was quickly removed, there is little concrete evidence of the involvement of Dov Zakheim, who has since left his position at the Pentagon. However, the proximity of Eglin AFB to MacDill AFB in Florida and Dov Zakheim's work via SPC contracts and the Pentagon leasing agreement on both of these installations, combined with SPC's access to World Trade Center structural and security information from their Tridata investigation in 1993, is highly suspicious. Considering his access to Boeing 767 tankers, remote control flight systems, and his published views in the PNAC document, it seems very likely he is in fact a key figure in the alleged terrorist

attacks in New York City on September 11, 2001.
Who is Rabbi Dov Zakheim?

- Graduate of the prestigious London School of Economics (PhD), and the University of Oxford (National Science Foundation Graduate Fellow)
- Former CEO of Systems Planning Corporation, a highly specialized defense technology company that manufactures a one-of-a-kind remote-piloting system for aircraft, including commercial airliners (see below)
- Senior Fellow for Asian Studies of the Council on Foreign Relations (CFR)
- Member of the Task Force on Defense Reform (appointed by Secretary of Defense Cohen)
- Senior Advisor at the Center for International and Strategic Studies
- Former Under Secretary of Defense (appointed by George W. Bush)
- Comptroller of the Pentagon {see [1] below for performance report}
- Pioneer and prime architect of Project for the New American Century (PNAC), the neo-con cabal that authored Rearing America's Defenses (RAD), the bible for American global domination [2]
- Author of "Flight Of The Lavi: Inside A US-Israeli Crisis" (Brassey's, 1996)
- Long-time Bush associate, having served as a policy advisor to the governor during the 2000 campaign
- Columnist for The Jerusalem Post
- Editorial Board member of Israel Affairs
- Ordained Rabbi Citizen of the State of Israel [How a citizen of Israel can serve as Comptroller of America's central defense establishment is a question I shall leave to others for comment. While they ponder this perturbing oddity, perhaps they could also shed light on why every one of the following kingpins of the Bush administration are also Israeli citizens: Paul Wolfowitz, Richard Perle, Douglas Feith, Michael Chertoff, George Tenet, Elliot Abrams, Donald Kagan, Richard Haas, Kenneth Adelman, Edward Luttwak, Robert Satloff, David Frum, David Wurmser, Steve Goldsmith, and Marc Grossman.]

[1] "I know Dr. Zakheim has been trying to hire CPAs because the financial systems of the department are so snarled up that we can't account for some \$2.6 TRILLION in transactions that exist..."
—Secretary of Defense Donald H. Rumsfeld, during testimony before the House Appropriations Committee: Fiscal Year 2002 Defense Budget Request, as given by Secy. Rumsfeld, Chairman of the Joint Chiefs of Staff General Hugh Shelton, and Comptroller Dov Zakheim; on Monday, July 16, 2001. [NB: Dr. Zakheim resigned as Pentagon Comptroller and Chief Financial Officer at the beginning of March when it was revealed that he is unable to account for the disappearance of \$2.6 trillion (it's unlikely this will receive much coverage in the mainstream media). Zakheim has since taken a lucrative position as a vice president of the mega-consultancy Booz, Allen, & Hamilton (one that also works closely with DARPA). Rabbi Zakheim is also Chief Executive Officer of SPC International Corporation (a subsidiary of the aforementioned remote-flight-control-technology firm), a company that specializes in "political, military, and economic consulting, and international sales and analysis". In addition, Dr. Zakheim serves as Consultant to the Secretary of Defense and the Under Secretary of Defense for Policy. As the Rabbi's record clearly shows, he has serious tenure in the US defense establishment: more than 30 years of holding assorted senior positions at the Pentagon.]

[2] Dov Zakheim is the co-author of that singularly sinister—and chillingly ominous—statement contained in Rearing America's Defenses (RAD) re the plan for American global domination [through galvanizing American emotional support for full-scale war against oil-rich Arab states]: "...the process of transformation, even if it brings revolutionary change, is likely to be a long one, absent some catastrophic and catalyzing event—like a new Pearl Harbor". The PNAC document also expressly recommends the US should seize Iraq even if Saddam Hussein were deposed through a military coup. [So much for bringing "freedom and democracy" to the people of that country.]

The good Rabbi's involvement with PNAC, his previous directorship of a corporation that manufactures remote control flight systems, and his inability to document how the Pentagon has spent TRILLIONS of American taxpayers' dollars suggests that real investigations into the crimes of 9/11 and the US invasion of Afghanistan and Iraq would put Mr. Zakheim near the top of the witness list for interrogation and potential prosecution.

SYSTEMS PLANNING CORPORATION

Dr. Dov Zakheim was the former CEO of Systems Planning Corporation, a company that designs and manufactures extremely sophisticated control/guidance technology that enables an external operator to fly, and land, aircraft by remote control. One of the company's principal products is the Command Transmitter System (CTS), a fully redundant,

self-contained, solid-state platform capable of providing totally programmable remote flight control capability, including high-precision electronic navigation.

The company's parallel product, the Flight Termination System (FTS), enables system-equipped aircraft to be safely landed on any suitable runway in the world—regardless of the availability of ground-based navigational or landing aids (VOR, ILS, MLS, etc.).

Such total independence in all flight regimes is achieved through a variety of ultra-sophisticated space-based technologies, including Mil-spec DGPS (Differential GPS, using extremely precise encrypted military "P" Code transmissions), and is accurate to within one foot of the runway centerline during landing.

The CTS/FTS remote-control system is capable of controlling up to 8 airborne vehicles—including airliners—simultaneously from ground-based or airborne (AWACS) positions.

[Coincidence: Operation Vigilant Guardian, one of five NORAD "war game exercises" underway on the morning of 9/11 and orchestrated by Dick Cheney, involved the simulated hijacking of commercial airliners. At one point during the exercises, while the four "real" hijacked aircraft were airborne, as many as TWENTY-TWO independent radar blips representing "hijacked" aircraft were simultaneously displayed on FAA radar screens along the Eastern seaboard. This, obviously, created total pandemonium. Air traffic controllers who had been advised beforehand by NORAD of the "simulated hijackings", began frantically calling NORAD to determine which of the twenty-two targets were "real" and which were "exercise." All indications are that whatever it was that happened to the four real "hijacked" airliners occurred during this purposefully orchestrated melee while the order was given for the US Air Force to "stand down".]

The CTS/FTS system (subsequently improved, tested and implemented by Raytheon) allows specialist ground controllers to listen-in on cockpit conversations on the target aircraft, then take absolute control of its computerized flight control system by remote means and safely land the aircraft at any airport within range.

In other words, this technology was designed to empower "law enforcement agencies" to hijack hijackers.

[NB: The ground station technology for CTS/FTS was developed by Raytheon under an Air Force contract for the Joint Precision Approach and Landings System (JPALS) program. A government-industry team accomplished the first precision approach/auto-land by a civil aircraft using this system on August 25, 2001 at Holloman AFB, NM. A FedEx Express 727-200 aircraft demonstrated hundred percent system proficiency by executing six full auto-lands using the JPALS ground station.]

"HOME RUN"

In partnership with Raytheon, System Planning Corporation also supplies CTS/FTS technology to commercial airplane manufacturers for installation in airliners (Boeing: confirmed; Airbus: undetermined, but highly probable given the consortium's connection to BAE, a US military contractor.)

It has been reported that DARPA's codename for the CTS/FTS system was "Home Run". Former German Secretary of Defense Andreas Von Buelow may have alluded to foreknowledge of Home Run technology in an interview he gave the German daily "Tagesspiegel" on January 13th, 2002:

"There is also the theory of one British flight engineer: according to this, the steering of the planes was perhaps taken out of the pilots' hands, from outside. The Americans had developed a method in the 1970s, whereby they could rescue hijacked planes by intervening into the computer piloting [automatic pilot system]. This theory says this technique was abused in this case [9/11]..."

Upon deeper scrutiny this may not appear quite so much a "theory" as might first seem. It's been reported that the German national carrier Lufthansa, seriously concerned that one of its own aircraft might be "rescued" by the Americans without its authority, had every one of its Home Run-equipped Boeing aircraft stripped of the American flight control computers. It's reasonable to presume that Herr Von Buelow—the Secretary of Defense and Minister of Science and Technology at the time—would have known all about this mammoth but secretive task (how very clever—and discreet—of Von Buelow to "drop" the information into the middle of an interview about the 9/11 attacks). Lufthansa aircraft (and possibly others) are now effectively impervious to Home Run take-overs, but that is more than can be said for the American aircraft fleet.

In order to make Home Run truly effective, it had to be completely integrated with all onboard systems, and this could only be accomplished with a new aircraft design, several of which were on the drawing boards at that time. Under cover of extreme secrecy, the multinationals and DARPA went ahead on this basis and built "back doors" into the

new computerized flight control systems.

There were two very obvious hard requirements at this stage: 1) a primary control channel for use in taking over the flight control system and flying the aircraft back to an airfield of choice, and 2) a covert audio channel for monitoring flight deck conversations. Once the primary channel was activated, all aircraft functions came under direct ground (or AWACS) control, permanently removing the hijackers and pilots from the control loop.

It needs mention that this was not a system designed to "undermine" the authority of the flight crews, but rather, implemented as a "doomsday" device in the event the hijackers began to shoot passengers or crew members, possibly including the pilots. Based on the reasonable assumption that hijackers only carry a limited number of rounds of ammunition, and many modern airliners carry in excess of 300 passengers, Home Run was envisaged as a system that could be used to fly all the survivors to a friendly airport for a safe landing.

System Activation

Activating the primary Home Run channel is reportedly fairly straightforward. A transponder, as many readers know, is a combined radio transmitter and receiver which operates automatically—in the case of 9/11, relaying data between the four aircraft and air traffic controllers on the ground. The transmitted signals represent a unique "identity" for each aircraft, essential in crowded airspace to avoid midair collisions—and equally essential for Home Run controllers trying to lock onto the correct aircraft.

Once the correct target aircraft is located by radar, the Home Run duplex data bus "piggy backs" the transponder channel and assumes direct control from the ground. This could explain why NONE of the four aircraft sent the special "I have been hijacked" transponder code (7500), despite multiple activation points for this distress transmission on all four aircraft—and despite being flown by combat-hardened ex-fighter pilots.

Because the transponder frequency had already been piggy-backed by Home Run, transmission of the special hijack code was rendered impossible. This was the first hard proof that the target aircraft had been hijacked electronically from the ground, rather than by Arab patsies toting box-cutters.

The Home Run listening device on the flight deck utilizes the cockpit microphones that normally feed the Cockpit Voice Recorder (CVR), one of two black boxes armored to withstand heavy impact and thereby later provide investigators significant clues to why the aircraft crashed. However, once plugged into Home Run, the CVRs are bypassed, and voice transmissions are no longer recorded on the 30minute continuous-loop recording tape.

If Home Run is active for more than thirty minutes, there will therefore be no audible data on the Cockpit Voice Recorders. Crash investigators are said to have recovered the CVRs from the Pentagon and Pittsburg aircraft, and publicly confirmed that both are completely blank. The only possible reason for this is data capture by Home Run, providing the final hard proof that the attack aircraft were hijacked electronically from the ground, rather than by "Arab terrorists";

Discussion

It is not being suggested that remote circumvention and take-over of the four airliners' controls is definitely what happened on 9/11. But if this scenario seems improbable, one must necessarily consider the probability of four airliners being taken over simultaneously, casually flown around a large swath of the country for almost two hours under the vigilant eye of NORAD, and then used as missiles—all without a single fighter being scrambled to intercept any of them.

Since this is what actually happened, we have no choice but to consider other "implausible" scenarios. And since the official scenario is itself an unsubstantiated—and truly farfetched—"conspiracy theory," other competing scenarios should also receive serious attention.

The public's reluctance to question official doctrine on this matter is a symptom of the societal role for which most of us have been bred and trained: to be ever-faithful hounds, tails thumping the floor as we contentedly slurp the hand of class authority. Such credulity also becomes inevitable when the alternative is so unbearable: if someone in Bush's position is capable of lying to us about something as huge, as gut-wrenchingly horrible as 9/11, then everything we believe about this country—about the nature of civilization itself—might just be childish nonsense.

Most people simply don't have the guts to go there. Given a desperate enough need to sustain the childish belief in government-as-benevolent-father, a person will adapt that belief to any circumstance. The behavioral end result can resemble courage; indeed, we are taught to regard it as the DEFINITION of courage. Actually, it's one of cowardice's darkest moments. Even a casual examination of Nazi Germany, where this phenomenon was

rampant, will drive this point home.

It's almost funny, the way people readily see the threat of technological circumvention presented by Diebold's electronic voting machines, yet when the subject switches to Systems Planning Corporation's Flight Termination System, which is every bit as real, and to the exactly parallel possibilities it represents vis-a-vis 9/11, they suddenly retreat into profound and combative denial. It's as if a threshold has been crossed into a realm of possibilities too vile to entertain, so they simply don't. Never mind that this country's operatives have been traveling the world, perpetrating similar horrors, for all of the past century.

Rather than acknowledge the possibility of a unifying pattern, Joe Sixpack would much rather 'shoot the messenger.' Every so often, such people establish a new high-water mark for cowardice and facultative stupidity, and the present is definitely one of those times. After all, the official 9/11 scenario they cling to with such desperate faith comes from only one source: the Western "intelligence community"—the most brazen, systematic, resourceful, and interlocked association of habitual liars this world has ever seen.

As should have been made clear by any number of intelligence scandals over the years, the credibility of this bunch goes past zero into the negative: pending airtight proof, anything they say should be reflexively deemed a lie. You may remember that the FBI also provided the identities of "the 19 hijackers" within hours—information that soon also became quite suspect, especially considering there was NOT ONE Arab name on any of the flight manifests (miraculously, they even found paper passports that had survived fireballs, Arabic flight manuals conveniently left in the trunks of cars, etc., etc.)

At least seven of the hijackers are still alive in the Middle East—a pretty good alibi, wouldn't you say? Several of these ex-suspects had their passports or other IDs stolen from them over the years, and it's entirely possible that all 19 hijackers had stolen identities, meaning they could have come from anywhere—or been absent altogether. Our media were pretty slack about acknowledging this at the time, and since then have dropped this ball entirely. What's really amazing is that not one mainstream journalist has asked how these 19 alleged hijackers boarded their aircraft when their names were not on any of the passenger manifests.

Rather than allow the "intelligence community" to render every detail of our comprehension on this matter, we would be much wiser to carefully identify and discard every assumption they hand us.