

July 4, 2012

Culture, Media and Sport Committee
7 Millbank
House of Commons
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UK
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Also sent to the BBC Trust

Honorable MPs on the Culture, Media and Sport Committee,

I am writing because a friend of mine recently called my attention to a program which aired on BBC called "911 Conspiracy Road Trip". I watched it and found it to be a piece of propaganda that makes no attempt (or fails completely) to live up to the BBC's Editorial Guidelines.

Under its Royal Charter and Agreement, the BBC has a requirement to present fair, accurate, and impartial information. The BBC's Editorial Guidelines include Editorial Values which promise truth, accuracy, impartiality, editorial integrity and independence, fairness, transparency and accountability. They "apply to all our content, wherever and however it is received." The Editorial Values also require the BBC to "ask searching questions of those who hold public office and others who are accountable, and provide a comprehensive forum for public debate," and to "be rigorous in establishing the truth of the story and well informed when explaining it."

<http://www.bbc.co.uk/guidelines/editorialguidelines/page/guidelines-editorial-values-editorial-values/>

The BBC has been in clear and serious breach of the above Agreement in its coverage of the 9/11 attacks. Three individuals from the UK, Paul Warburton, Adrian Mallett, and Peter Drew have formally challenged the BBC on this in accordance with the BBC's complaints processes. They have challenged the BBC over two specific documentaries that were shown in 2011 as part of the tenth anniversary of 9/11, 'Conspiracy Files: 9/11 Ten Years On' and the aforementioned '9/11: Conspiracy Road Trip.' They have also challenged the BBC's general coverage of 9/11 through the withholding of vital scientific evidence and information, and the manipulation of the evidence that they have presented. They have highlighted numerous clear examples of this

breach of the Royal Charter and Agreement and they have asked to be able to meet with the BBC to discuss how this evidence and information can be presented in a manner that is more in keeping with what is stated in the BBC's Royal Charter and Agreement. This request is being repeatedly delayed and denied by the BBC. In support of the request of these three individuals I am asking you, in your capacity as a member of the House Media Committee, to look into this extremely serious matter and to meet with them so that they may present their arguments and evidence and answer your questions.

I hope you will give this letter serious consideration when I explain that I am an active airline pilot with 30 years experience. I currently fly Boeing 747-200 aircraft. I am not some wild eyed conspiracy nut in a tin foil hat. As an airline pilot, I am subject to continual re-qualification training and testing, as well as psychological testing, drug and alcohol testing and qualification for security clearance. I have flown various single and multi-engine aircraft including piston powered, turbo props and heavy jets. I have flown over 3,000 hours in McDonald Douglas DC 8s, 600 hours in Boeing 727's, 4,000 hours in Boeing 737-200 and 737-700 and over 3,000 hours in Boeing 747-200 and 747-400 aircraft. I have the highest levels of licenses issued by the U.S. Federal Aviation Administration as well as flight instructor and ground instructor ratings. My total flight time exceeds 13,000 hours. 13,000 hours is not a lot of time to spend in a career in an office, but is substantial in the world of aviation where a fighter pilot averages a total of 200 to 300 hours flight time per year, including training missions. The "mission" allegedly flown on 9/11 into the Pentagon, if possible at all, would have challenged even the best fighter pilots.

I have several objections to the "911 Conspiracy Road Trip" program, but the main point is that it does not take a sincere look at the evidence but is rather a blatant piece of biased pseudo journalism. To realize this, you need only note the title of the program and the opening sentences which I quote below:

*"I'm Andrew Maxwell, a Comedian. But I'm here in New York on a serious mission. 911 was the most shocking day in recent American history. 2,973 innocent people died. **Unbelievably**, there are many people who doubt the conclusion of the official investigation and **want** to believe the American government was in some way responsible for this tragic event. I'm taking 5 of them to America to see if I can change their minds."*

From the start, this program declares that it is unbelievable, i.e. beyond a reasonable person's comprehension, that anyone could question the official U.S. government/media report of what happened on 9/11/2001 and that people who find it lacking must want to do so for some other reason. Maxwell then uses the remainder of the program to promote the official line, thanks to the BBC.

I most definitely do not want to believe that my government deliberately caused 9/11, and I'm not saying it did. I actually accepted the official statements at first take, but my common sense

and personal experience as a pilot would not let me continue to accept it once I rationally considered what I was seeing versus what we were being told. I do not yet know the truth of what happened but I do have a great deal of certainty of what did not happen.

I have no training as an aeronautical engineer, an architect, a metallurgist or a structural engineer. I am a pilot of heavy jet aircraft similar in all the ways that matter to those alleged to have struck the World Trade Center and the Pentagon and to have somehow brought down WTC 7 without striking it at all. In fact, the planes I am most familiar with have engines, controls and navigation systems that are virtually identical to the aircraft allegedly involved on 9-11.

I can tell you, based on 30 years of flying experience, as well as an equal amount of time with an understandably keen interest in aviation accidents, that there is no possible way that an airplane struck the Pentagon in the manner claimed by the U.S. government and accepted/promoted by the media, including the BBC. Even after 13,000 hours experience, including thousands of landings, I could not pilot an aircraft on the reported flight path. The National Transportation Safety Board (NTSB) Flight Path Study of American Airlines Flight 77, dated February 19, 2002, said that Flight 77 performed a 330 degree descending turn to the right and then accelerated just before impact, striking the Pentagon at approximately 460 knots (530 miles per hour). It would be impossible for the novice pilot allegedly at the controls to have performed this maneuver. Indeed, in addition to the fact that the most recent flight instructor of Hanni Hanjour, the alleged hijacker and pilot of Flight 77, said he was an unusually bad pilot, aeronautical engineers have stated that it is beyond the capability of the aircraft itself, regardless of who is at the controls and that the plane could not withstand the stresses involved. ("Government Releases Detailed Information on 9/11 Crashes," National Security Archive Electronic Briefing Book No. 196, Posted - August 11, 2006) <http://www.gwu.edu/~nsarchiv/NSAEBB/NSAEBB196/index.htm>)

As a pilot, over the years I have taken a very personal interest in aircraft accidents, i.e. crashes. I have carefully studied the reports, photographs and video of dozens of aircraft accidents. On September 11, 2001 while watching live TV, newscasters were still struggling to find out what had struck the Pentagon. Speculation ranged from a missile, to a small jet, to an airliner. There were conflicting "eye witness" reports. I noticed immediately that the impact area outside the Pentagon appeared totally inconsistent with any airplane crash scene of my experience due to the pristine ground area along the flight path, the lack of any debris and the clean hole in the side of the building itself which was far too small for a jumbo jet to go through. I later learned that the only engine parts found in the wreckage were found to definitely not have come from a Boeing 757, according to representatives of the engine manufacturer. This is all very well documented in videos for anyone to see. The explanation that the engines somehow vaporized in the subsequent fire is patently absurd to anyone with any familiarity with crash investigations.

Under a FOIA (Freedom Of Information Act) request, the FBI admitted that there are most likely

approximately 80 surveillance camera videos of the strike on the Pentagon, yet the U.S. government has released only one. That lone video shows a smoke trail and then an explosion. After 9-11, I talked with several aircraft mechanics intimately familiar with jet aircraft engines and not one said they ever saw a commercial jet engine leave a similar smoke trail or ANY smoke trail, for that matter. Furthermore, from the perspective of the camera, a large jet aircraft would have obscured the trees in the background, yet they remain clearly visible throughout the video as the smoke trail traverses the screen. This scene as well as the destruction in the aftermath, comports more with a missile, rather than a jumbo jet.

So what happened to Flight 77? I don't know. That's why I want a real investigation.

As to the strikes on the World Trade Center, I think it unlikely but remotely possible for a very adept yet novice pilot to somehow accomplish this task once he had the target in sight and lined up dead ahead. However, it would take considerable specific training and real world practice to enable him to utilize the aircraft's sophisticated navigation systems and computers to FIND the target and bring the plane into position. Remember, these planes were way beyond the distance where any part of New York State, let alone the city or a specific building could be seen. You can't just wish a jet to take itself to its destination. How a crash into the top floors of a skyscraper specifically designed and built to withstand such impacts could lead to its total collapse into its own footprint in less than an hour defies logic and common sense, as well as the laws of physics, according to literally hundreds of architects, metallurgists, structural engineers and physicists. See the Architects & Engineers for 9/11 Truth website at <http://ae911truth.org/>

Finally, although I could bring up many other points, cell phones DO NOT WORK from jets traveling at high speed and altitude. You can verify this yourself by simply turning on your phone when on a passenger flight. In almost all cases, you will not get a signal at all, but if you do, you won't keep it and you won't be able to complete a call unless you are low and SLOW. You will NEVER get a signal from cruise altitude. Never. Mark Bingham was supposedly calling his mother from 30,000 feet. This could not have happened unless he used a phone in the back of the aircraft seat (which I don't even know if they had back then) which begs the question why did he need to give his own mother his last name and ask if she believed him. The same is true for the flight attendant who allegedly spent 20 minutes on the phone with United Airlines operations. During the program aired on BBC, they went to great lengths to interview Mrs. Bingham and get her explanation of why her son used his last name when calling his own mother. It would have been far more convincing if they had taken an assortment of cell phones up in a jet and demonstrated that it's possible to make a call. I'll tell you why they didn't: because you can't...CELL PHONES DO NOT WORK INSIDE PASSENGER JETS TRAVELING AT HIGH SPEEDS AND ALTITUDES. DON'T TAKE MY WORD FOR IT, TRY IT YOURSELF. The bogus conspiracy theory is to say that they do.

Britain has been taken into two wars on the basis of the official story of 9/11 that we have been

told by the BBC and the rest of mainstream media. Over one million innocent people have died as a result, including over 400 British service men and women, and thousands more seriously injured. The BBC and the rest of British mainstream media have blindly and willfully supported this version of events despite having all the evidence which proves it to be false. Freedom and democracy cannot exist under such a situation and indeed, the events of 9-11 have been used as justification in both the U.S. and U.K. to seriously undermine democracy and the fundamental rights of citizens that date back to the Magna Carta. The House Media Committee must look into this situation as a matter of extreme importance and it should support what Mr. Warburton, Mr. Mallett, and Mr. Drew have requested of the BBC. Over 600 letters of support for this have already been sent by members of the public to either the BBC or MP Tom Watson. Please do the right thing for your country and mine and give your support to this request.

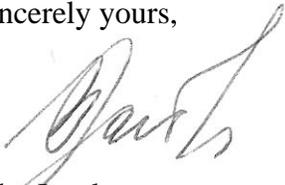
I respectfully request:

- #1) That Mr. Warburton, Mr. Mallett and Mr. Drew be allowed to meet with the Media Committee to present their arguments and evidence and answer your questions; and
- #2) That the Media Committee hold its own inquiry into the bias, inaccuracy and withholding of significant scientific information in the BBC's reporting on the 9/11 attacks.

Thank you for taking the time to read this. Please respond so that I know that this has been received.

My email address is jake.jacobs@earthlink.net

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Jake Jacobs', written in a cursive style.

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