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911 more facts and questions

By J Shipper

The number 911 has been in the news quite frequently in the last couple of years.

911 is the emergency number dialed by people when they need fire, police or ambulance assistance in a hurry. In the year 911 the Lower Seine area was ceded to the Norse invaders under Hrolf Ranger as the Duchy of Normandy (treaty of St Claire sur Epte).

Anastasius III became Pope from 911–913.

The Danes started the towv of Drogheda in Ireland.

9 11 also stands for the horrendous attack by terrorists on New York City and the Pentagon in which thousands of people were murdered.

Here are some pertinent questions that to this day still have not been answered:

Why did the FBI stop their investigation in Mid 1996 of two of Osama bin Laden's relatives in Washington and a Muslim organisation, the World Assembly of Muslim Youth?

Was it because they had orders from higher up to stop any investigations related to the Bin Laden Family?

Why did George W.Bush give the order to stop inquiries into the terrorist connections of the Bin Laden family based in the US and abroad in early 2001?

Why did the US Government allow all the Bin Laden Family members to fly out of the US while all other air-Traffic was grounded? Was it because the Bin Laden family has been funding the Bush family politically for a long time?

Why did none of the 19 hijackers appear on the passenger lists involved in the 4 hijacked planes? Can you explain, why none of the indestructible Black Boxes have been found at any of the crash centers? When was the last time George H.W. Bush travelled to the Middle East on behalf of the privately

owned Carlyle Group, one of the largest defense contractors in the U.S. and what was the purpose of that meeting? If we knew that there was a terrorist attack going on, which we did, and we suddenly have two trade towers in New York being obviously hit by terrorist activity, and we also knew of commercial airliners changing course from Boston to Los Angeles, then where was the response of the defense establishment once we saw the diversion of the aircraft headed west from Dulles turning around 180 degrees and, likewise, in the aircraft taking off from Newark and, in flight, turning 180 degrees?

Answer:

Commenting from CNN on the timeline, 9:03 is the correct time that the United Airlines flight crashed into the south tower of the World Trade Center; 9:43 is the time that American Airlines flight 77 crashed into the Pentagon. And 10:10 a.m. is the time that United Airlines flight 93 crashed in Somerset County, Pennsylvania.

Discrepancies between Joint Chiefs of Staff investigations and findings of the 9/11 commission:

There was a highly classified United States Special Operations Command program under the command of the U.S. Special Operations Command .It was created as a result of a directive from the Joint Chiefs' of Staff in early October 1999 by the chairman of the Joint Chiefs of Staff, Hugh Shelton ,to develop an Information Operations Campaign Plan against transnational terrorism, "specifically al-Qaida." According to statements by Lt. Col. Anthony Shaffer and confirmed by four others, Able Danger had identified the September 11, 2001 attack leader Mohamed Atta , and three of the 9/11 plot's 19 hijackers, as possible members of an al Qaeda cell linked to the '93 World Trade Center Attacks.

The group used all information legally collected under the rule of law. Primarily consisting of classified information, all publicly obtained information was approved after a legal review of SOCOM lawyers. The early identification of the four hijackers by Able Danger appears to contradict the official conclusion of the 9/11 Commission,that American intelligence agencies had not identified Atta as a terrorist prior to the attack. This has resulted in a political controversy that has begun to damage the credibility of the bipartisan 9/11 Commission.

J Shipper is very interested in politics and the aftermath of the 9/11 terrorist attacks on America.

More information can be found at

<http://www.911-faqs.info>

A Brief History Of Porsche

By Richard Brown

Ferdinand Porsche was an automobile engineer with more than a thousand patents to his name, and played an important role in the development of airplanes and the construction of tanks for the Wehrmacht as well. In the 1920s he was appointed chief engineer at Mercedes-Benz in Stuttgart and later set up his own engineering workshop. There he designed, among other things, the Volkswagen. He acted as chief of operations at the plant where the Volkswagen was made, Wolfsburg, and at the end of the war he was interned by the Allies.

He was released a few years later and immediately went to work building his first car with his son, Ferry Porsche. This car was named the Porsche 356, after Ferry, and was a sports car with styling reminiscent of the Volkswagen. In fact it had the same four-cylinder boxer engine, and wore it rear-mounted, just as the VW did. This meant that it was far from being a powerful sports car, boasting a mere 40 bhp and a maximum speed of 87 mph (140 km/h). Distinguished by its elegant and innovative body, the Porsche 356 was first produced as a convertible and then as a hard top. Father and son developed it in the workshop of Erwin Komenda, a master of restrained streamlining who had been in charge of sheet metal and design techniques for Ferdinand Porsche since the VW Beetle. This new style of closed coupe designed by Komenda soon became the embodiment of the sports car, due in part to its "fastback".

Erwin Komenda and Ferdinand "Butzi" Porsche, the founder's grandson, continued this tradition with the 911.

The 911 became instantly recognizable: it had an attractive sloping bonnet reminiscent of the 356, what later became characterized as "frog eye" headlights, curves running from the top edge of the windscreen to the rear bumper, and a straight waistline. From a functional and technical point of view it shared more in common with a BMW 1500, but it retained the distinctive stylistic features of the original Porsche. The new 911 became the keystone of Porsche's identity, even though the design was not always fully appreciated. During the 1970's and 1980's, many Porsche designers attempted to distance Porsche from its legendary design and nearly brought the company to the edge of disaster. The more modern 924 model, "a people's Porsche", developed with Volkswagen, as well as the 928 fell short fulfilling expectations, and failed to allow the company to branch out in new directions and styles.

However, in the 1990's the company seemed to realize that what some perceived as a stylistic straitjacket was in fact a market advantage. During this period Porsche embraced the timeless nature of classic styling to become highly profitable. Nearly forty people now worked in the design department solely dedicated to further improvement of the long running 911. Such developments included the 911 GTI, put forward by the in-house designer Anthony R. Hatter as a powerful combination of sports and racing car. In 1999, Porsche's chief designer proudly unveiled the new Boxster, enabling Porsche to establish a second independent range of successful models.

Richard Brown enjoys writing for several popular web sites, such as

<http://devob.com>

and

<http://products-help.com>



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