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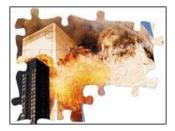
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How Did Israeli Spy Software Get Onto Critical FAA Computers?

The deathly precision of the attacks and the magnitude of planning would have required years of planning. Such a sophisticated operation would require the fixed frame of a state intelligence organization; something not found in a loose group, like the one led by the student Mohammed Atta in Hamburg.

- Eckehardt Werthebach, former president of Germany's *Verfassungsschutz* intelligence service, comments on the sophistication and complexity of the 9-11 attacks; from a conversation with Christopher Bollyn, December 2001

Solving 9-11

How Did Israeli Spy Software Get Onto Critical FAA Computers?

By Christopher Bollyn
28 January 2008

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The Deputy Administrator of the Federal Aviation Administration (FAA) at the time of 9-11 and the former Managing Director of the National Transportation Safety Board (NTSB), the man who

oversaw the federal investigation of TWA 800, Egypt Air 990, and the downing of John F. Kennedy's plane, are linked with a captain of Israeli army intelligence and his system to remotely control aircraft.

The relationship between these appointed officials of the federal agencies responsible for aviation safety with a senior officer of a foreign military intelligence raises serious questions about the degree of Israeli influence at the FAA and NTSB.

THE COMPUTER CRIMES BEHIND 9-11

The dependence of the U.S. government and military on computer systems, which run on software provided by outside vendors, is the Achilles' heel of the world's most powerful nation. 9-11 was clear proof of that fundamental weakness and vulnerability.

9-11 was a computer crime. Apart from being a monstrous crime of mass murder and false flag terrorism, 9-11 was also a sophisticated computer crime, carried out through long-term foreign infiltration of the most sensitive U.S. military and government computer networks.

This infiltration, carried out by a foreign intelligence agency, gave the perpetrators of 9-11 "real-time" access to all the data on the computers of the U.S. government and military. On 9-11, this "super-user" access to the data of the most critical government computer networks gave the terrorists the ability to thwart the military response to the emergency as it developed.

Most importantly, the terrorists who committed 9-11 through their "super-user" access to the most critical computer networks of the U.S. government still have that access. The evidence indicates that this infiltration was carried out by the military intelligence agency of the State of Israel.

PTECH & 9-11

The subject of computer sabotage in relation to the aerial attacks of 9-11 was brought to the fore by Indira Singh, who spoke at early 9-11 truth events organized by Kyle Hence.

During these early 9-11 "truth" events, a small Massachusetts-based software company called Ptech was brought up by Singh, who sought to link it to Arab terrorists.

Ptech was said to be a start-up company from Quincy, Mass. whose software was loaded onto the most sensitive computer systems across the U.S. government, including those of the Federal Aviation Administration (FAA) and the U.S. Air Force, two agencies whose systems failed miserably on 9-11.

Singh, a senior consultant with JP Morgan Chase on 9-11, is described as a "whistle-blower" because of her revelations about Ptech's involvement with the critical computer systems that failed on 9-11.

"Ptech was with MITRE Corporation in the basement of the FAA for two years prior to 9/11," Singh said. "Their specific job is to look at interoperability issues the FAA had with NORAD and the Air Force in the case of an emergency. If anyone was in a position to know that the FAA -- that there was a window of opportunity or to insert software or to change anything -- it would have been Ptech along with MITRE."

Singh has spoken extensively about Ptech's alleged connections with Saudi Arabia, for example with Pacifica Radio in 2005:

"Maybe those organizations don't fully know who their masters

are. And Ptech is the one thread, the one golden thread you pull on and all of this is unraveled, because it goes into the corporations, it goes into these government entities, it goes into the terrorism financing entities that were, that none of which have been, by the way, taken to task. There are just so many questions about what does this all mean. And as we investigated, as I investigated further, we found that the origins of Ptech were very interesting – where did this company come from obviously is the first question. And how did they get to be so powerful, who were the people, who were the organizations that brought them in, who knew, who gave them the power?"

Ptech software "is utilized at the highest levels of almost every government and military and defense organization in this country," Singh said, "including the Secret Service, the FBI, the Department of Defense, the House of Representatives, the Treasury Department, the IRS, the U.S. Navy, the U.S. Air Force, and, last but not least, the Federal Aviation Administration."

I found it hard to believe that the most sensitive government and military computers would run enterprise software from a Lebanese-owned start-up company called Ptech from Quincy, Mass. All the talk about the Saudi-financier behind Ptech being linked to Osama bin Laden smelled like a "cut out" to me.

It simply did not make sense that the most secure computer systems of the U.S. government would be running software written by a Lebanese Muslim financed by a Saudi who happened to be on the most-wanted list of global terrorists.

When I turned my attention to Ptech, I soon discovered that the real key person involved in the development of the company was a Zionist Jewish lawyer named Michael Goff from Worcester, Mass. Goff also worked for an Israeli-run computer security company called Guardium. This confirmed my suspicion that Ptech was probably an Arab "cut out" controlled by the Mossad, and that Goff was their point man in Ptech.

Michael S. Goff,
Mossad's Man at Ptech

Goff's father and grandfather had been high-level Masons in the Worcester lodge of B'nai B'rith, a secret Jewish Masonic group formed in New York City in 1843. Goff obviously lied to me about how he had gotten involved with Ptech in 1994 when he said that he had wound up becoming the manager of the company through a temporary agency.

It seemed to me that the Ptech cut-out had been exposed. My revelations about Ptech's Zionist roots were published in a newspaper based in Washington, D.C. Singh, however, ignored the evidence of Israeli involvement with the creation of Ptech and continued to accuse the company of being linked to Saudi sponsors of terror. Meanwhile, Ptech software is still running on U.S. government and military computers.

Singh and I were asking the same questions: How did Ptech get to be so powerful? Who were the people, who were the organizations that brought them in? Who knew? Who gave them the power?

After 9-11, the crucial question was how did Ptech's software get

loaded onto the critical U.S. government networks – particulary those of the FAA, the U.S. Air Force, and NORAD.

Who, in their right mind, would have allowed Ptech personnel and software anywhere near the FAA's core air traffic control system computers in Herndon, Virginia?

During my research about the military exercises that were on-going when 9-11 occurred, I read documents about how the FAA and NEADS computer systems failed. The FAA, in particular, was extremely slow to contact the military about the rogue aircraft of 9-11. In one case, one of the rogue aircraft had been allowed to fly without communication for nearly 30 minutes before the military was notified.

"THE HEART OF THE MATTER"

The flawed and delayed FAA procedures and communications with the military are at "the heart of the matter," as 9-11 relative Kristen Breitweiser said:

"You know, it is very upsetting that the 9/11 Commission had to subpoena the Federal Aviation Administration [FAA]. According to news reports, there are 150,000 documents that were left out of what the FAA sent to the commission. Those documents went toward the time line of when the FAA notified the North American Aerospace Defense Command [NORAD], when the fighter jets were scrambled and the communications between air-traffic control and the pilots. These are threshold issues that go to the heart of the matter. How did the FAA overlook 150,000 documents pertaining to these issues? It is more than mildly upsetting that they would leave out these documents."

MONTE BELGER – FAA DEPUTY ADMINISTRATOR

In the documents about the FAA failures on 9-11, I came across the name of a Monte R. Belger, acting deputy administrator of the FAA at the time. A long-term FAA official who began his career with the FAA in Chicago, Monte Belger was the senior official who oversaw the upgrading of the FAA air traffic computer systems that began in the late 1990s and which was on-going in 2001.

Monte Belger, Acting Deputy of the FAA from 1997-2002, was the key official responsible for the computerized air traffic control system that MITRE and Ptech were loading with Israeli spyware.

Belger, as the Acting Deputy Administrator for Air Traffic Services and System Operations, was the key man at the FAA making the executive decisions about these upgrades.

As the New York Times of June 7, 2001, reported:

"The aviation agency is installing a computer system that controllers can use to determine whether airplanes can depart from established traffic lanes and fly long distances, and whether they will conflict with other airplanes by doing so."

Belger was the key decision maker at the Federal Aviation Administration, responsible for the software and computer upgrades that involved Ptech, the suspicious upgrades which were being done during the years prior to 9-11.

Documents and reports from the MITRE Center for Advanced Aviation System Development in McLean, Virginia, show that Ptech was working with MITRE on FAA computer systems.

As his on-line biography says, Belger, a 30-year veteran of the FAA, was Acting Deputy Administrator for the FAA for five years, from 1997-2002, leading the 49,000-person team and in charge of operating the world's safest aviation system.

During his tenure with the FAA, Belger was the Associate Administrator for Air Traffic Services, responsible for day-to-day operations of the nation's airspace system, and supervised the FAA's modernization plan aimed at improving aviation capacity, safety and service to airlines. Belger played a pivotal role in assisting in the transition of aviation security responsibilities from the FAA to the new Transportation Security Administration, and he co-chaired the FAA's successful efforts to adopt acquisition and personnel reform. Belger retired from the FAA in September 2002.

U.S. AVIATION TECHNOLOGY LLC

After he left the FAA, Belger became the "Vice President, Government Connection" of a small Israeli-run company based in the Fort Lauderdale area called U.S. Aviation Technology. The company was founded by Ehud "Udi" Mendelson, who described himself as "a captain in the prestigious Army Intelligence Unit of the Israel Defense Force."

"Ehud received his BS Degree in Business and Economics from the Bar-Elan [sic] University in Tel-Aviv, Israel. He holds a computer Network Engineer certification from Microsoft and Novel," according to his webpage.

Company documents and information from the Israel Venture Capital Research Center website specifically name Monte Belger of Centreville, Virginia, as a Vice President and Government Connection of U.S. Aviation Technology LLC.

Mendelson, age 51, was also the Chief Technology Officer of U.S. Aviation Technology, which was based in his apartment in Parkland, Florida. Mendelson's company promoted a remote-control system that allows a "ground pilot" to monitor and adjust the computer flight systems on aircraft. As he says in his presentations, "We put the ground 'pilot' in the cockpit."

His software and design was promoted as a system to obtain real-time data from the aircraft's computer recorders (black box, FDR) in order to monitor flight systems – and make corrections – if necessary. The possibility to remotely hijack a plane with Mendelson's system is obvious.

Mendelson also promoted a Flight Data Animator, which he said gives the ground pilot all of the data and the visuals that the pilot in the aircraft has. In the two on-line presentations of this equipment it is implied that corrections can be made by the ground pilot to avoid an accident or situation.

The data is sent via satellite to the satellite antenna on the top of the aircraft. This software and equipment clearly would allow the

ground "pilot" to fly the aircraft. Mendelson was promoting his software and system before 9-11 and hoped to have it on the market in November 2001, according to a document in his company presentation.

I called Monte Belger to ask him about his relationship with Ehud Mendelson, an officer in Israel's military intelligence agency, and his remote-control aviation company. I found it very disturbing that an administrator with the FAA would be associated with such a business project, especially after 9-11.

I called Mr. Belger at his home on Eagle Tavern Lane in Centreville, Virginia at about 9 a.m. on January 24, 2008. I asked him about his relationship with U.S. Aviation Technology and Ehud Mendelson. He denied knowing or having anything to do with either and asked me to call him later at his office at Lockheed Martin Corporation where he is a Vice President responsible for Transportation Systems Security.

When I called his office, he put me on speaker phone, he said, in order to try and access the websites where he was named as a Vice President of U.S. Aviation Technology. He continued to deny knowing anything about the company or its founder, a member of Israel's Army Intelligence Unit.

PETER GOELZ – NTSB

Peter Goelz, the former managing director of the NTSB, the federal investigative body that oversees air crashes, is also named, along with Monte Belger and others, as a Vice President, Corporate Stategy, in U.S. Aviation Technology.

Goelz, at the NTSB from 1995 until 1999, personally supervised the investigations of TWA Flight 800, Egypt Air 990, the ValuJet crash in Miami, and the mysterious crash of the young John F. Kennedy's plane off the coast of Cape Cod. There are many outstanding questions about what really happened to the aircraft involved in several of the high-profile cases that Goelz was involved in.

Peter Goelz, former managing director of NTSB, oversaw the seriously flawed TWA 800 and Egypt Air 990 investigations. The New York-born Goelz was a lobbyist for gambling interests in Kansas City prior to coming to the NTSB. A political advisor and lobbyist, Goelz lacks any real expertise in accident investigation.

Prior to being appointed to the NTSB during the Clinton administration, Goelz was a political advisor in New Hampshire and a lobbyist for gambling interests in Kansas City. I have not found anything in his resume that would make him a suitable candidate to oversee aviation accident investigations.

I called Peter Goelz at his home on January 25 and asked him about his relationship with Ehud Mendelson and U.S. Aviation Technology. Goelz immediately recalled Mendelson, saying that he had been based in Miami, and said he had met with the Israeli captain from Israeli military intelligence "two or three" times in

Washington, D.C.

When asked if his relationship with Mendelson had begun before or after 9-11, Goelz said that he did not remember. He did, however, have a very clear recall what Mendelson's company was all about: real-time access to all the data from the computer system on an aircraft.

Goelz said he had a hard time understanding what was proprietary about Mendelson's U.S. Aviation Technology. He asked me to send him an email with my questions and the scope of my article.

In my email, I explained that he was listed as a Vice President of U.S. Aviation Technology on the company's website and on that of Israel Venture Capital, and asked how and when he had gotten involved with Mr. Mendelson.

He wrote back on January 26 and asked me to "enlighten" him "a little more on the focus of [my] work in this matter." It is worth noting that Goelz did not deny being a Vice President of Mendelson's company.

If Goelz was confused about Mendelson's system, he certainly does not show it in his comments that are found on the testimonial page of U.S. Aviation Technology, where he wrote (as found on the website):

> I have review your proposed integrated aircraft early warning system and belive it has considerable technical merit. During my years at the National Transportation Safety Board we were greatly concerned about the increasing complexity of airplan accidents. Advance in safety (ground proximity warning devices,TCAS etc..) have virtually eliminated certain type of accidents and have forced a greater reliance on the flight data recorder (FDR). In a number of accidents, particular those over open water (TWA Flight 800,Egypt Air,Swiss Air) the investigations were seriously hindered until the boxes were recovered. In the tragic events of September 11th, three of the four FDR's were destroyed so no data (or voice recordings) was recovered.
>
> Your system of real time downloading of aircraft data meets a very real and pressing problem. Not only is it important from a safety and security standpoint it also has applicability for navigation and flight management. A robust two way data pipe from the aircraft to the ground and back could revolutionize the industry.
>
> The key to your system is it initial simplicity, relying on tested almost off the shelf components. That your concept is well on the way to securing a patent further strengthens your proposal.
>
> I look forward to working with you on this project and believe that with the appropriate backing it will be successful.
>
> Peter Goelz
> Former NTSB Managing director.

Sources and Recommended Reading:

Important Note – Since contacting Belger and Goelz, there has been an attempt underway to remove some of these incriminating

documents from the Internet. This is evident from deletions being made within the U.S. Aviation Technology documents. A warning message may also pop up when you try to access these documents.

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