

Interview: Ernest Stull
Former Mayor of Shanksville
Was Mayor of Shanksville on September 11, 2001

Shanksville, Pennsylvania
August 2, 2005

DK: Mr. Stull, I just drove 2740 miles just to talk to you.

ES: You did?

DK: Yes, I did. I am looking for the truth. You were quoted in the American Free Press regarding Flight 93.

ES: Yes.

DK: And, I was wondering, if I might ask you a few questions about it.

ES: Well....

DK: I know you're not the Mayor anymore....

ES: No., no I...

DK: And I know you probably took a lot of heat over it.

ES:that's not correct.

DK: By the way, this is my colleague from Washington, DC.

Dane: Nice to meet you.

ES: Go ahead.

DK: There are so many conflicting stories about what happened and I just wondered, you this story regarding you and Flight 93, it quoted you as saying that when your sister and a friend of yours got there (crash site), that there wasn't really any visible signs of, of the aircraft.

ES: Well, there wasn't, no.

DK: And, did you ever see any yourself? Any signs...

ES: Well, I seen...

DK:of the aircraft?

ES:some small pieces of it. I mean, like small.

DK: Close eye witnesses described the plane as silver and I wondered if you'd heard or seen anything to the contrary that morning?

ES: Well, there was a lot of confusion, I would say, about a second airplane.

DK: Yes.

ES: Well, we know what the second airplane was.

DK: And, that was military?

ES: No.

DK: No?

ES: No. It was a Piper Jet from Best (cannot identify rest of name) from Johnstown. (Johnstown is about 35 miles from Shanksville). And, they were asked by the Johnstown Tower to call in to circle and get a good fix on where this plane was down at. They wanted to know exactly where it was and that's the reason that plane circled for several times. I did not see a small fighter aircraft.

DK: Yes, I've read that allegation...

ES: I seen...

DK:but I discounted that, too.

ES:well, I had a fellow come to me last summer and ask me if I wanted to meet the guy that shot it down.

DK: Did you say yes?

ES: No, I...well, if I would have went with him, I guess he could have, so he says.

DK: Well, you know what? I've been trying to find the pilot who allegedly shot down Flight 93....

ES: The Minnesota National Guard, that's where they say he's from, the Minnesota National Guard.

DK: You know, if he was still active National Guard, someone body would have found him by now. So, but, since you were the Mayor, and I don't, I'm not trying to ask any

personal questions, but, this lady, Nena Lensbouer, was one of the first people to arrive at the crater and made certain statements.

ES: Well, I'm not going to dispute her word. I don't know, I wasn't up there. Uh...she says she was preparing lunch for the people at the scrap yard and they're the only ones, besides one other fellow that saw the plane coming in.

DK: And, could you tell me that person's name? If you will....

ES: Nevin Lambert.

DK: ...at this time? The other person besides her? I came so far to interview all of you.

Dane: How does he (Nevin) feel about it, I mean, if, if we spoke to him, would he just, is he a....

ES: Oh, he'll speak to you. Well, he's just, he's a very dear friend. Name is Nevin Lambert and he lives in Skyline Route.

DK: Since you've lived here for so long, maybe you can help me with this, because I'm not a geologist, and I don't have any experience in strip mining, but we were over at the Somerset County Airport earlier just to get their, what do you call those maps, Dane?

Dane: Oh, sectional maps.

DK: Sectional maps.

ES: Uh, huh.

DK: And, the young man from the Search and Rescue was talking to the man who runs that airport and I asked him about strip mining and he said, well, people get that confused with coal mining, that some people think...

Dane: It's with the shafts.

ES: It's an entirely different thing.

Dane: It's a different thing.

DK: Yes. And he said that basically what happened with this plane was that if you're, you have this strip mining process, you have the found and then in-between you have the coal, and then you have the land, and what they strip is back, that's why it's called strip mining. And, then, they take the coal out, and basically like making a bed, they put it back down. So, when this plane came in, and I have 20 different explanations from witnesses how it came in, but supposed, according to this guy, it came in at 400 mph, and....

ES: Well, the black box tells us it was 580 mph.

Dane: 580?

ES: That black box speed that isn't a guestimation. I've heard the black box. I know that's what it said.

DK: You heard it? You were there?

ES: I heard it. Yes, I heard it.

DK: And...

ES: One of them.

DK: ...so that, the plane goes in and then the ground kind of absorbed the...

ES: Yeah, they found the second black box down 50 feet.

DK: At 50 feet?

ES: By a Russian lady.

DK: Because when I talked to Mr. Swauger over at the Tribune-Democrat... Anyway, he said that, what was it he was talking about here, um, oh, he, he was over, he walked the site yesterday with the coroner and he picked up pieces of the plane.

Dane: He said there's still pieces over there.

ES: Yeah, and (name withheld) just found a pretty good sized piece, about 12 inches by something. Yeah, a section of woods that they never searched.

Dane: Humph.

DK: Well, you feel that the American Free Press...ah, I live in Sacramento, California and when I read stuff like this (holding out the AFP story by Christopher Bollyn), and I've investigated Alaska Airlines on site, OKC on site and trying to sift through and when I read stuff like this, I have no idea whether it's true or not. And when I read what he wrote that you supposedly said, and that's why I came out here, to verify some of these comments. Do you feel what he said, that you said was accurate? That there was no plane?

ES: There was no plane to find. I mean, sure they found the engines.

DK: So, this was taken out of context, is that what you're saying? When he was...

ES: Well, but they, they found the engines, yes. But they didn't find any of the fuselage, just bits and pieces. I mean, little pieces.

Dane: In other words, what she's asking you, is that you weren't saying there was no airplane, you were just saying it, the airplane was so disintegrated...

ES: ...and I damn near wound up in Germany in a lawsuit over it. This all came from, we're Ambassadors up there, my wife and I, we go up a couple of times a week and spend two hours up there. And none of the pictures is the original impact hole. And what I ask people, do you see an airplane? Or, any part of an airplane in that hole? And, no, you don't. But that's not to say there wasn't one. There was.

Dane: And, they found one of the engines on the sane in the, in the cow pond out there, didn't they?

ES: Uh - huh, yes.

Dane: How many, it was two engines on the plane?

ES: It was a two engine plane. It was a 757.

Dane: And, and one was crashed...

ES: Yes.

Dane: ...one was found at the crash site and the other one was found in the, in the...

ES: Uh-huh.

Dane: ...in the drain, yeah.

<>ES: Right. There was a lot of small pieces found, sure. There's no question the plane wasn't in there.

DK: And, uh, do people, the rumors about there being a military plane behind it, and, I didn't find any witnesses around here who say that it was, that they saw a military plane. Is that your understanding, too, that it, it was verified that it was a...

ES: I didn't, I didn't see a military plane, no. I did see the second...

DK: The corporate jet?

ES: ...the corporate jet and I saw it several times.

DK: Okay.

ES: And that, that was from here because the crash site is just....

DK: Right over there.

ES:right over the wood there. And, you could see that second plane circling....Well, there were pieces of the plane found, nobody wants to admit it.

DK: That there were pieces of the plane found?

ES: Yes.

DK: Why wouldn't anybody want to admit it?

ES: I don't know.

DK: Well, unless they just...

ES: I can't answer that.

DK:trying to foster suspicion or something like that.

ES: But, there was some piece of the plane found. Nothing big.

DK: ...it's so unique, you know, when you look at other crash sites, but I guess it's because of the ground where it hit.

ES: Well, that had been...

DK: Harder ground.

ES: ...harder ground, the way God put it there, it wouldn't have gone in that deep, and you would have probably found more pieces of the plane lying around.

DK: Yeah.

ES: But, the ground had been disturbed, and just pushed back in a loose backing.

DK: Okay. That's basically what I wanted to ask, again was your comment. Because, when you read the, what he wrote...

ES: Uh-huh.

DK: ...um, it makes it sound like you're denying that a plane ever struck the ground. And, when people see that, they get hysterical, they off the deep end, and you know, stuff like that. So...

ES: I know that was taken out of context because I said I almost wound up going to Germany in a lawsuit.

DF: That one, the German, uh, documentary?

ES: Yes.

Dane: Well, we'll get it, we'll get it straight.

ES: Thank you.

Dane: Thank you so much for your time.

DK: Thank you and I'm sorry to interrupt your lawn mowing this afternoon.

ES: No, that's all right. I can quit mowing pretty easy.

Dane: It's getting back to it that's the hard part, right?

ES: Yeah.

Dane: Thanks so much.

DK: It's been a pleasure. God bless you. Thank you.

ES: Thank you, very much.