

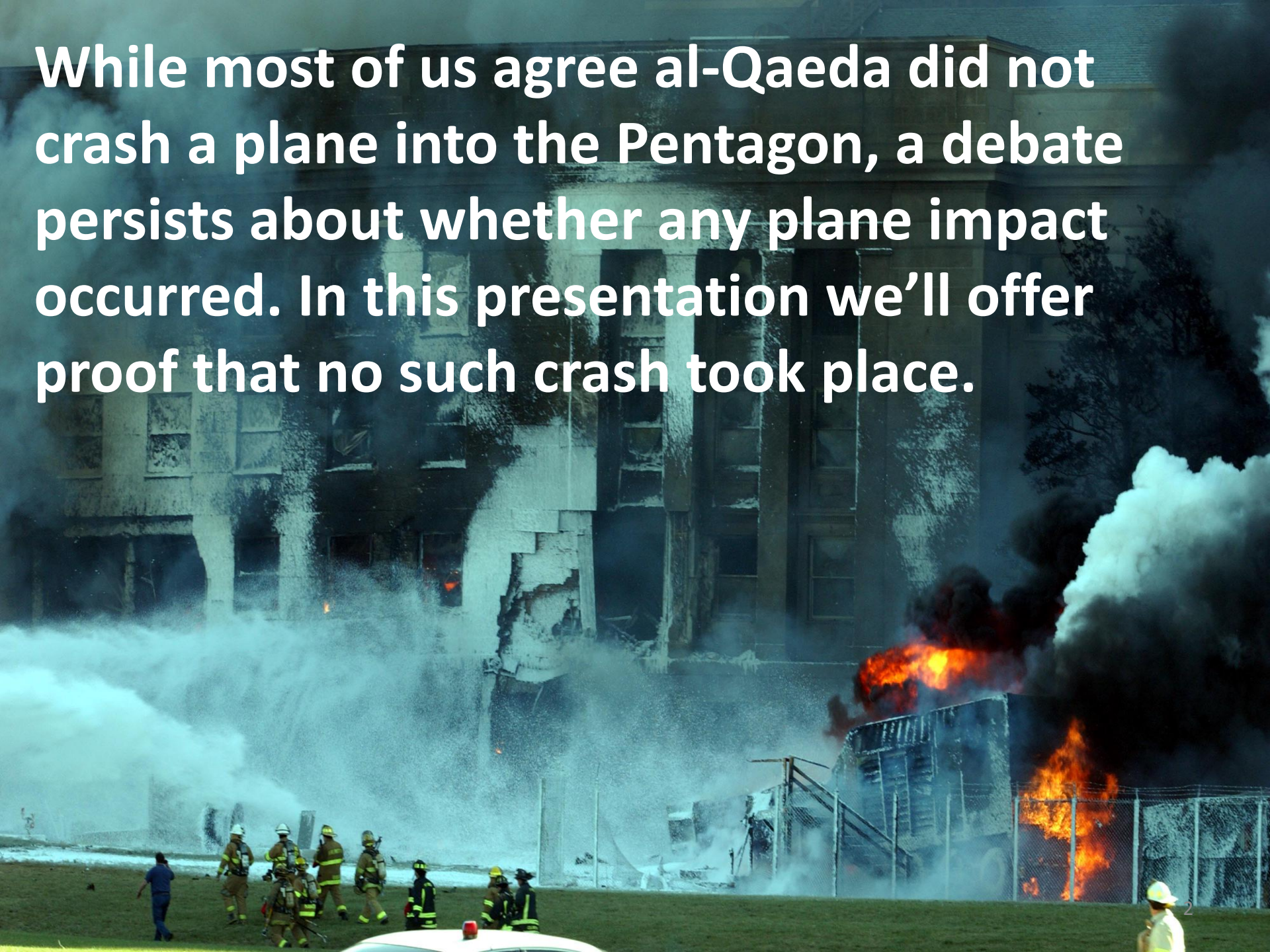
A plane crash was faked at the Pentagon on 9/11

This presentation takes the affirmative position on the statement: “No large plane was destroyed at the Pentagon.”

By Craig McKee and Adam Ruff

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While most of us agree al-Qaeda did not crash a plane into the Pentagon, a debate persists about whether any plane impact occurred. In this presentation we'll offer proof that no such crash took place.



A day of deceptions

On 9/11 we were asked to believe:

- the Twin Towers were destroyed because of **plane impacts** and **fires**
- Flight 93 crashed into a field and **disappeared underground**
- Flight 77 crashed into one of the most secure buildings in the world **without a single large piece of wreckage** being visible at the crash scene and **without a single piece of video** showing that this had actually happened.

Why does the Pentagon matter?

The clear evidence of a **faked plane crash** at the Pentagon on 9/11 is critical for proving that this was a false flag operation and an **inside job** that involved the U.S. government. This is because **no other entity** could have staged this crime scene and then covered up the deception.

Burden of proof?

Since clear proof of an impact has not been produced, the burden of proof is on those who believe it occurred.

Can't it be an inside job even if we support an impact?

Yes, but when we discard some of the most **powerful evidence** we have, the case against the official story is **much weaker**.

**All witnesses
are not
created equal**

Which witness accounts are *not* credible?



James Meigs, formerly of *Popular Mechanics*, says “hundreds” saw an American Airlines jet hit the Pentagon. Others say 180 saw an impact. **Both are false.** To know who saw what, we have to look at what each witness actually said.

Things can change when witnesses are questioned

Stephen McGraw was quoted this way by Eric Bart:

“The plane clipped the top of a light pole just before it got to us, injuring a taxi driver, whose taxi was just a few feet away.”

But when questioned by Aldo Marquis of Citizen Investigation Team, he said: **“I didn't actually see the light pole go over or anything, no.** I believe I later saw you know the evidence of the pole having been knocked over umm and I think that was just after the fact.

In Ken Jenkins' *The Pentagon Plane Puzzle*:

“Janet are you with us? You saw a plane crash into the Pentagon?”

“Yes, sir I did ... I just saw the plane disappear out of my sight beyond the trees and then I just saw massive billows of smoke.”

**In the most complete analysis yet,
researcher onesliceshort starts with 239
alleged witnesses. Then he eliminates:**

48 who were inside the Pentagon

35 who arrived after or weren't there at all

31 who could not physically see the Pentagon

20 who admitted not seeing impact

7 who were anonymous

7 whose accounts were 2nd or 3rd hand

**9 who described hearing or feeling the impact or just seeing a
fireball**

20 who had accounts embellished by the media

21 who could see the Pentagon but not the "impact" location

This leaves just

41

**POTENTIAL impact
witnesses**

**But even among those,
details vary widely. And
that figure includes
numerous witnesses who
contradict the official flight
path.**

(<http://z3.invisionfree.com/CIT/index.php?showtopic=1863>)

False account of impact



One of the 41 was Steve Storti who says he saw a plane hit from his balcony $\frac{3}{4}$ of a mile away. He even said he could see people moving around in the plane – impossible from where he was.


But some *were* extremely credible

Citizen Investigation Team
conducted numerous interviews
near the Pentagon and found more
than a dozen highly credible
witnesses who saw a plane
approach on a **different flight path.**

<http://www.citizeninvestigationteam.com/videos/national-security-alert>



The witnesses described an almost identical flight path to the north of the Citgo gas station.



An aerial photograph of the Pentagon and surrounding area. A blue line curves from the bottom left towards the Pentagon, labeled 'north side flight path'. A red line curves from the top right towards the Pentagon, labeled 'official south side flight path'. Several yellow vertical markers are placed along the red line, labeled 'downed light poles'. The Pentagon is in the upper center, with smoke rising from it. A large parking lot with many cars is to the right. In the foreground, there is a grassy field with a road and a building labeled 'CITGO'. The time '11 1:07 PM' is displayed in red in the bottom right corner.

north side flight path

downed light poles

official south side flight path

CITGO

11 1:07 PM

**On-camera interviews in
CLT's video *National
Security Alert* were high
quality – clear, thorough,
and transparent.**

**Despite these witnesses
believing a plane hit, they
described a flight path that
doesn't match the damage.
They also described the
same right bank.**

**Unless the North of Citgo
witnesses are mistaken or
lying in **exactly the same way**
then the government's plane-
impact story can't be true.**

“The work that Craig Ranke (of CIT) has done on the witnesses for the north path is some of the **most solid, irrefutable evidence that one could ever assemble on 9/11, period.” – Massimo Mazzucco, creator of *September 11: The New Pearl Harbor*.**

Are they credible? Judge for yourself.



Bill Lagasse



Robert Turcios



Edward Paik



Chad Brooks

Flight Data Recorder and impossible descent

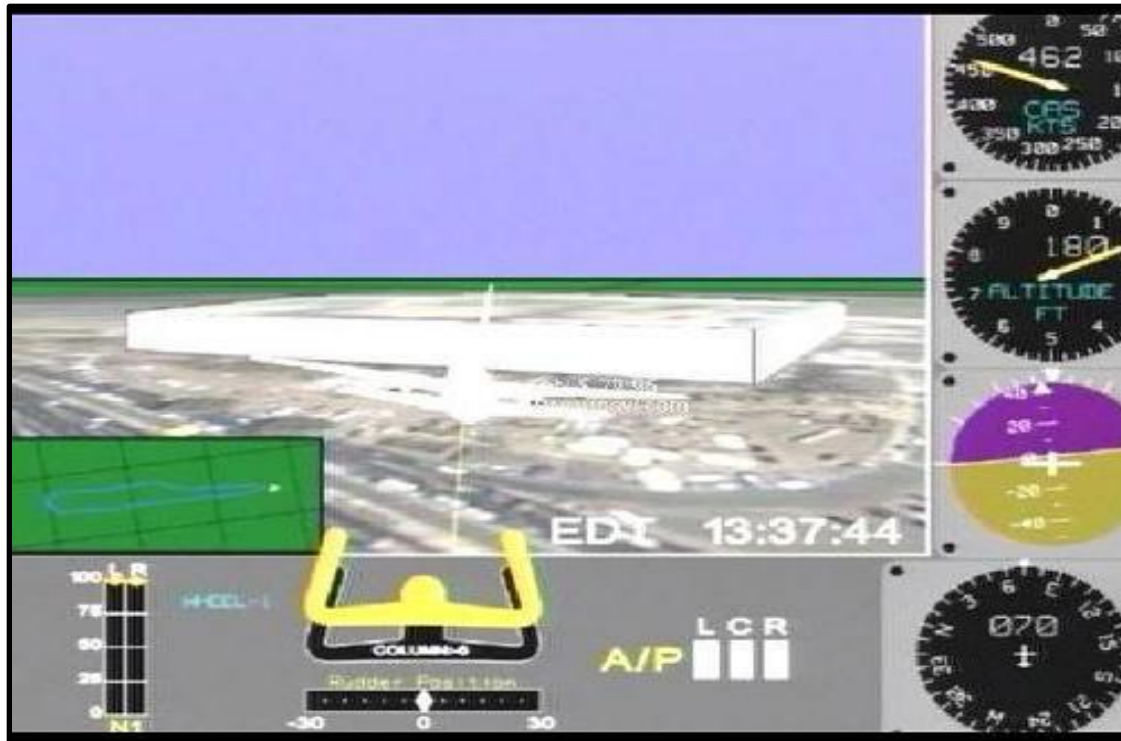
Flight Data Recorder can't support impact

There's no way through serial numbers to link the Flight Data Recorder to Flight 77 or any other plane so it can't be used to support an impact.

(*In *The New Pearl Harbor Revisited*, David Ray Griffin presents a report that the FDR was found in the Pentagon rubble at 4 a.m. on Sept. 14 yet the data was downloaded at 11:45 p.m. on Sept. 13)

**However, it is reasonable
to point out that this
evidence, offered by the
government to
substantiate its own official
story, actually refutes it.**

**So, either the FDR data
were fabricated, which
proves inside job, or they
were genuine, which also
proves inside job.**



“The screenshot shows the very last frame of the recorded data. It stops at 9:37:44 AM EDT (Official Impact Time is [09:37:45](http://pilotsfor911truth.org/093745)). You will notice in the right margin the altitude of the aircraft on the middle instrument. It shows 180 feet.” – Pilots for 9/11 Truth.

NTSB simulation: plane could not have hit

Altitude one second to alleged impact = **180 feet** above sea level

With correction for local air pressure = **480 feet** above sea level

Flight path = north of Citgo gas station

<http://pilotsfor911truth.org/pentagon.html>

FDR descent impossible

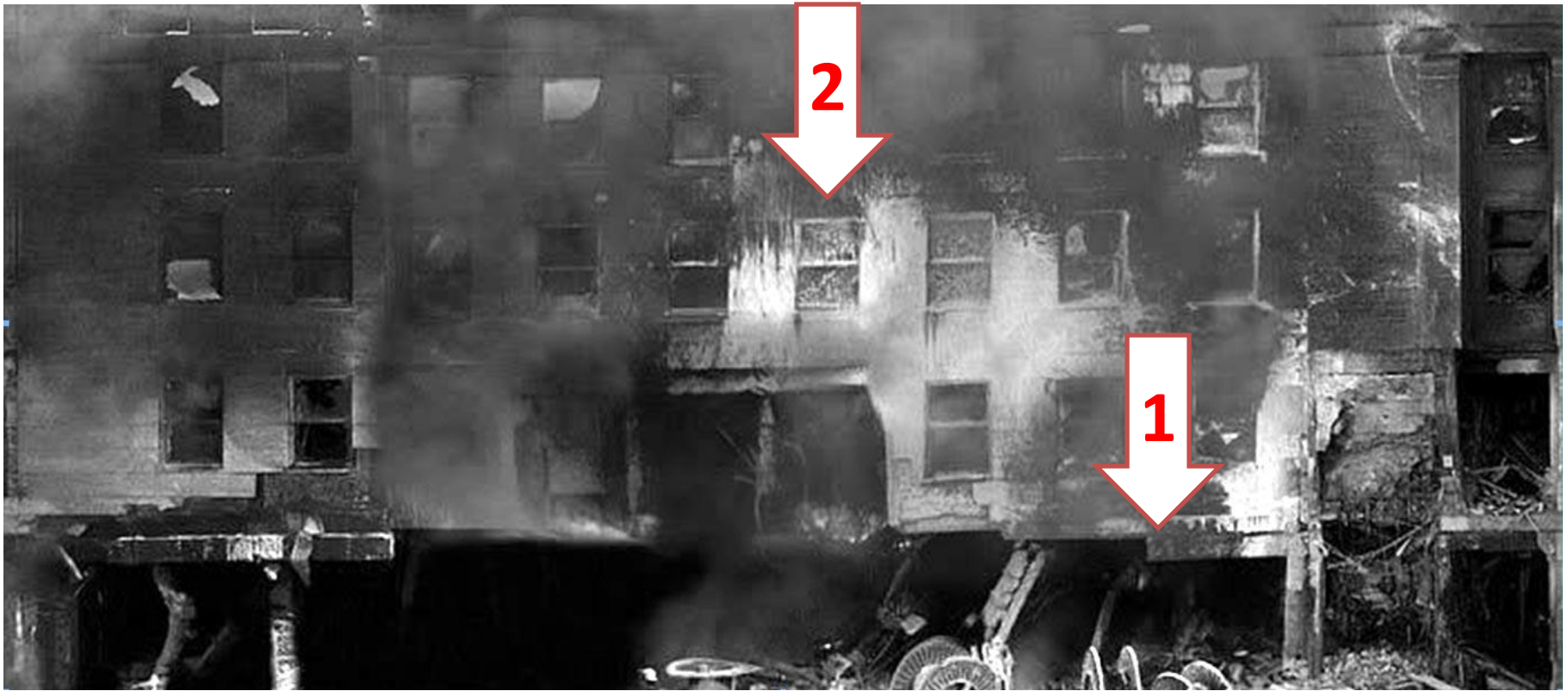
The simulation showed an altitude of 699 feet above sea level as the alleged plane passed the Virginia Department of Transportation (VDOT) antenna. Descending to ground level would create a G-forces far beyond the capability of a 757, in this case **34 Gs**. Even if a plane barely clears the antenna, it's still **10.14 Gs**. The official path requires a plane to fly over, not around, the VDOT antenna.

<http://pilotsfor911truth.org/pentagon.html>

At the 'crash' scene



How could a 757 cause so little damage to the façade and yet not leave a single large piece of wreckage outside?



Where did the wings and tail go? If the right engine hit column 17, (arrow 1) why is it still partially standing? Why are windows above the 2nd floor opening unbroken? (arrow 2)

**Column
14 still
intact on
2nd floor
where
fuselage
would
have hit**



The Pentagon Building Performance Report states the alleged plane would have lost structural integrity by the time it reached halfway to the rounded C ring hole 310 feet farther inside.

**So what
caused
this?**





And what happened to these?



Who were these guys and why were they placing or moving evidence, tainting the crime scene before any investigation had started?

Planted evidence

A Virginia driver's licence allegedly belonging to a hijacker survived the alleged crash and bodies of passengers were supposedly identified using DNA comparison, meanwhile the contents of the Cockpit Voice Recorder were destroyed because of the “intense heat.” All three “crash” scenes on 9/11 featured “hijackers” ID being found.

(Source: *Hijacking America's Mind on 9/11: Counterfeiting Evidence* by Elias Davidsson)

The missing wings

Wings would have snapped off

A.K. Dewdney and G.W. Longspaugh did a study called “The Missing Wings,” published in 2003. They found: “... in the ASCE report, the port wing struck a column just to the left of the presumed engine-hole. **Since the column did not fail, the wing must have.**”

<http://physics911.net/missingwings/>

“... [the wings] would fail as soon as the force of impact exceeded the elastic limit of the material. If they did not fail and if the support columns did not give way, **the only remaining possibility would be for the aircraft to remain almost entirely outside of the Pentagon.**”

“... there is no way to avoid the conclusion that the wings (and therefore the aircraft) were never present in the first place. **In this case, no Boeing 757 struck the Pentagon building on the morning of September 11, 2001.”**

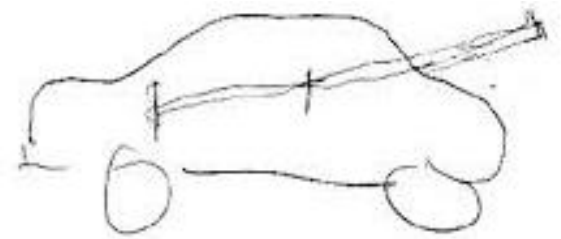
The five light poles

The light poles are valuable to the perpetrators because they appear to establish:
**trajectory, altitude, and
minimum wingspan.**



Lloyde England's tall tale

No one reported seeing it, but England says this pole pierced his windshield **without even scratching or denting the hood**. He claims he and a stranger removed the 240-pound pole.



40 mph
40 feet
skidpled

England's
drawing



Scratch from pole visible on road



CAPITOL
CAB

546-2400

LINCOLN

40

The video evidence



Faked government video

In *September 11: The New Pearl Harbor* we see video frames from two Pentagon cameras that were synchronized using a “multiplexer” system. About **100 frames were common to both sets and matched each other perfectly** as confirmed by comparing the shape of the smoke cloud.

<http://luogocomune.net/site/modules/sections/index.php?op=viewarticle&artid=167>

All except one. Just one of these 100 frames does not match, and that is “frame 23,” **the very one that allegedly shows a 757 crossing the Pentagon lawn.** There is no doubt that **frame 23 was doctored** either in one set of frames or both.

Conclusions

Any one of the following would make for a persuasive case that no plane hit the Pentagon:

- The accounts of 13 North of Citgo witnesses
- The disappearance of the wings, tail section, and horizontal stabilizers
- Alleged FDR data that shows no impact
- Video that was provably faked to convince us of an impact
- A rounded C ring hole that has no rational explanation

But we have all of these.

**Put it all together and
the case that no plane
was destroyed at the
Pentagon is
overwhelming.**

Appendix

**There is a
troubling effort
to steer 9/11
truth towards
an impact**

A small group of 9/11 researchers is devoting a great deal of time to producing “scholarly papers” and making presentations to convince us that most of the Pentagon official story is true despite clear evidence to the contrary.

In supporting this story, they are much more closely aligned with the so-called “debunkers” than they are with the rest of the Truth Movement. They claim that their position is consistent with “science” while opposing views are biased “beliefs” that are based on “speculation.”

In fact, the reverse is true.

Plane wreckage hidden in the lawn?

“Researcher” Frank Legge, in his paper “What Hit the Pentagon? Misinformation and its Effect on the Credibility of 9/11 Truth,” plays with his own credibility when he makes the astonishing claim that the tiny amount of debris seen outside the building is partly because “the small size of most of the fragments would allow them to be **hidden within the texture of the lawn.**”

Echoing the ‘debunkers’

- **James Meigs:** “The mass of this plane penetrated the building with enormous energy and continued into the building **in a state almost more like a liquid than a solid.**”
- **David Chandler:** “Columns are bowed and abraded showing evidence of a flow of material in line with the flight path. The plane would have been shredded by this time, but the momentum of the debris carried it forward past the interior columns **in a manner similar to the flow of a fluid.**”

“Defenders of the 757 theory are forced into such absurdities by the absence of 757 debris reported by both cameras and eyewitnesses.” – David Ray Griffin, p. 67 of *The New Pearl Harbor Revisited*.

Ten questions impact supporters **MUST** be able to answer

- Why would more than a dozen highly credible witnesses describe a virtually identical north of Citgo flight path unless this is what they saw?
- Since we know the wings did not penetrate, why weren't they lying on the lawn? Same for the tail section and horizontal stabilizers.
- How could the plane have entered through a hole much smaller than required without leaving large pieces of wreckage outside?
- Why was there no significant damage to the wall or even to windows that would have been hit by the tail and stabilizers?

- How could the fuselage penetrate 310 feet into the building if the wings and tail section were turned to confetti on impact?
- How could the tiny amount of unidentified debris around the helipad *possibly* represent thousands of pounds of aircraft wreckage?
- What happened to the virtually indestructible engine cores, and why didn't they create two exit holes?
- Given that the plane would have completely lost structural integrity halfway to the rounded C ring hole, what can account for the hole?
- Why were all synchronized frames from the two camera views identical except for the single frame that is supposed to show a plane?
- Why would the government fake video of the crash if an actual crash took place?

Evaluating the witnesses

CHARACTERISTICS OF PENTAGON WITNESSES (EVALUATION WORKSHEET)

		POSITIVE CHARACTERISTICS						NEGATIVE CHARACTERISTICS					
	WITNESS	Extensive video/audio interview	Point of view verified (able to see path)	Witness identity verified	Detailed questioning (flight path)	Consistent plausible testimony	Demeanor can be evaluated	No line of sight (could not see impact)	Inconsistent contradictory testimony	Unverified or unknown line of sight	Minimal testimony vague detail	2nd hand hearsay testimony	Pos conflict of interest (media/gov)
1	Sgt. William Lagasse	✓	✓	✓	✓	✓	✓						✓
2	Sgt. Chadwick Brooks	✓	✓	✓	✓	✓	✓						✓
3	Robert Turcios	✓	✓	✓	✓	✓	✓						
4	Levi Stephens	✓	✓	✓	✓	✓	✓						
5	Sean Boger	✓	✓	✓	✓	✓	✓						✓
6	Ed Paik	✓	✓	✓	✓	✓	✓						
7	William Middleton	✓	✓	✓	✓	✓	✓						
8	Darrell Stafford	✓	✓	✓	✓	✓	✓						
9	Darius Prather	✓	✓	✓	✓	✓	✓						
10	Donald Carter	✓	✓	✓	✓	✓	✓						
11	Terry Morin	✓	✓	✓	✓	✓	✓						
12	Maria De La Cerda	✓	✓	✓	✓	✓	✓						
13	George Aman	✓	✓	✓	✓	✓	✓						
14	Mike Walter			✓			✓		✓	✓			✓
15	Daryl Donley		✓	✓					✓		✓		
16	Don Wright						✓		✓	✓	✓		
17	Deb Anlauf		✓					✓			✓	✓	
18	Don Chauncey						✓		✓	✓	✓		