

Lloyde England: a key to how the Truth Movement is being deceived about the Pentagon

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**9/11 and Other Deep State Crimes¹
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In this presentation I will review England's claim that a large pole came crashing through the windshield of his cab. I will also expose the falsehoods being told by a small group of truthers about England's story.

England took
members of CIT to
see his taxi in 2008





**First, a brief summary of the
England account and its
importance to the Pentagon
official story**

The story as Lloydde tells it

- 1. England says he was driving south on Route 27 when he saw a plane flying low over the highway. A split second later, a large light pole came crashing through his windshield, embedding itself in the back seat.**
- 2. He wrestled with the car and finally came to a stop with the pole sticking out of the windshield. He flagged down another driver to help him remove the pole from the car.**
- 3. The weight of the pole caused him to fall to the ground with the pole on top of him. The stranger didn't speak a single word the whole time and did not help him up.**
- 4. The front passenger seat of the cab was bent back (but not torn), and there was a small hole in the bottom of the back seat behind the passenger seat. The dashboard was damaged. There was no damage to the hood.**

England's story, if true, would support the official flight path of the plane seen flying towards the Pentagon as well as its minimum wingspan. It would also support the notion that the plane knocked over five poles, as the official story contends.

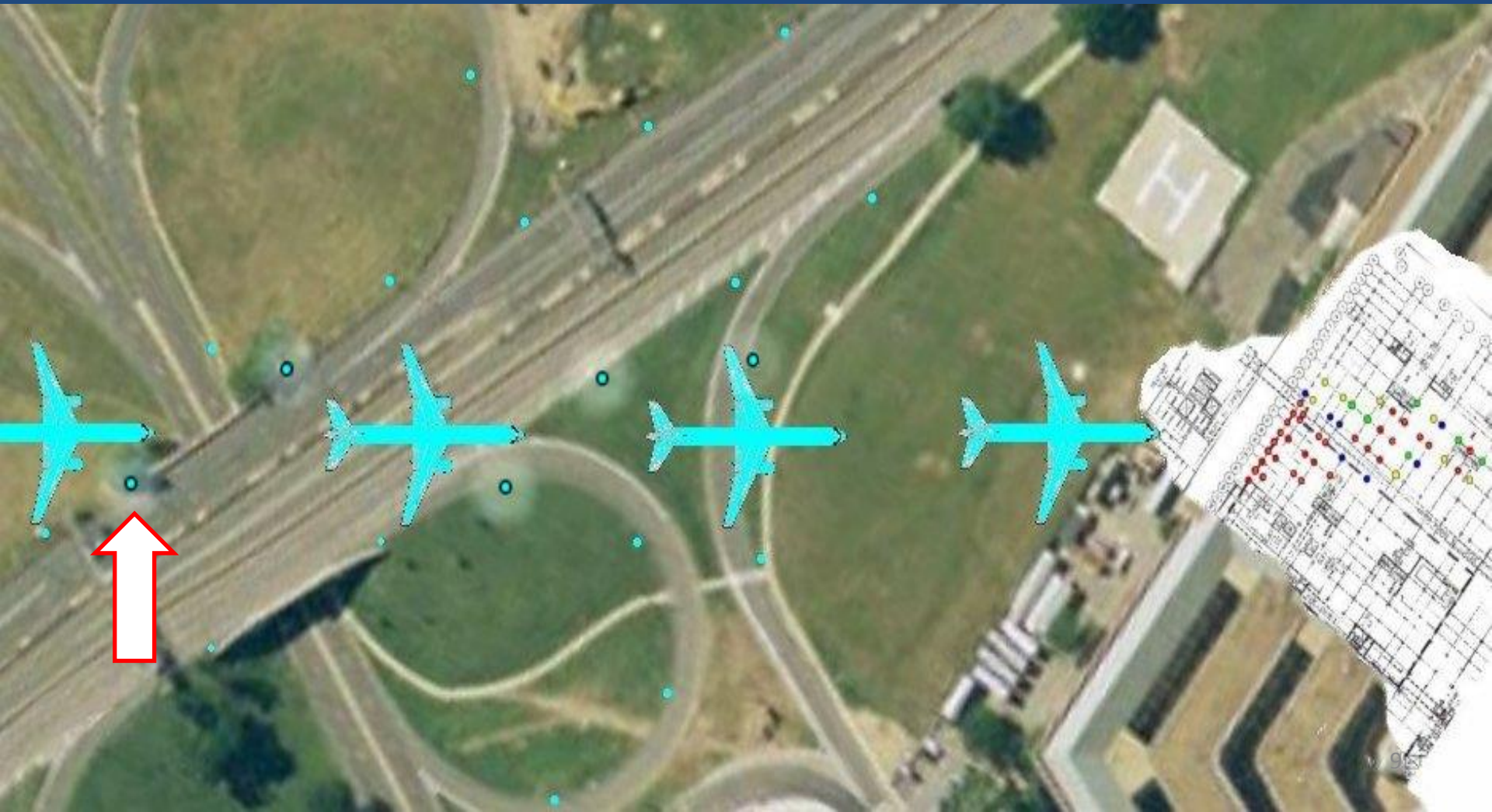



But England's story is so full of inconsistencies, impossibilities, and suspicious elements that it is hard not to see it as a fabrication.

Problems with the story

1. The damage (to the windshield, dashboard, passenger seat, and back seat) does not line up. There is not a scratch to the hood even though England supposedly wrestled for control of the car.
2. The hole in the back seat is not large enough to fit a tennis ball, and it is absurd to think the a pole flung through the windshield could make such a small hole.
3. England's claim that it was the large end of pole 1 cannot be reconciled with the fact that pole 1 is alleged to have been hit by the right wing of the plane. There is no way the pole could have ended up to the left of the plane if it was hit by the right wing.
4. England said many times to CIT on camera that he was not on the bridge going over Columbia Pike, but he admitted off camera that the man who took photos of the cab was "on the bridge."
5. It is simply impossible to imagine that two men, one nearly 70 years old, could have lifted a 200-pound pole out of the car.

According to official story, the plane's right wing knocked pole 1 to the left of the fuselage where it is supposed to have hit Lloyd's cab.





north side flight path

This is an aerial photograph of the Pentagon and the surrounding area. A blue line, representing the 'north side flight path', curves from the bottom left towards the top center. A red line, representing the 'official south side flight path', runs diagonally from the top center towards the bottom right. Several yellow vertical markers are placed along the red line, labeled as 'downed light poles'. In the background, the Pentagon building is visible with smoke rising from it. In the foreground, there is a large grassy field with a road and a CITGO gas station. The time '1:07 PM' is displayed in red in the bottom right corner.

downed light poles

official south side flight path

CITGO

11

1:07 PM

No witnesses reported seeing anything hit Lloydde's cab. **No one** says they saw the cab swerving or traveling with a pole sticking out of the windshield. And **no one** says they saw someone pulling a pole out of the car.

This is the end of the pole that allegedly lodged in the cab's back seat



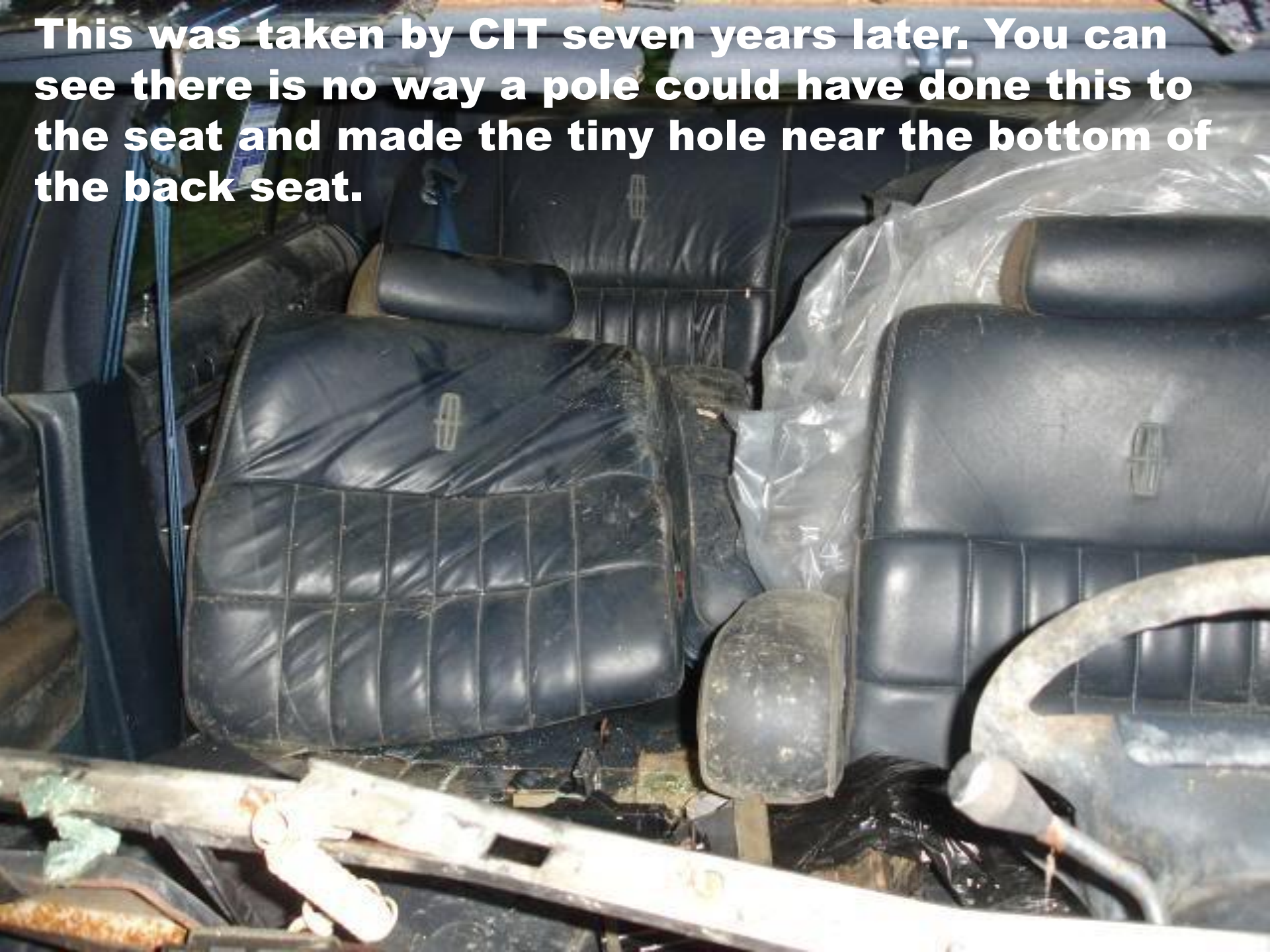
**And this is
the hole it is
supposed to
have made.**





Damage allegedly caused to the passenger seat by the pole. This photo was taken by England's wife, Shirley, on Sept. 12, 2001. England's claim is that the pole went "through" the dashboard before doing this and "stopping" in the back seat.

This was taken by CIT seven years later. You can see there is no way a pole could have done this to the seat and made the tiny hole near the bottom of the back seat.



No hood damage

Lip or edge of hood untouched

alleged dent from light pole



**This is the pole England
explicitly claims hit his cab**



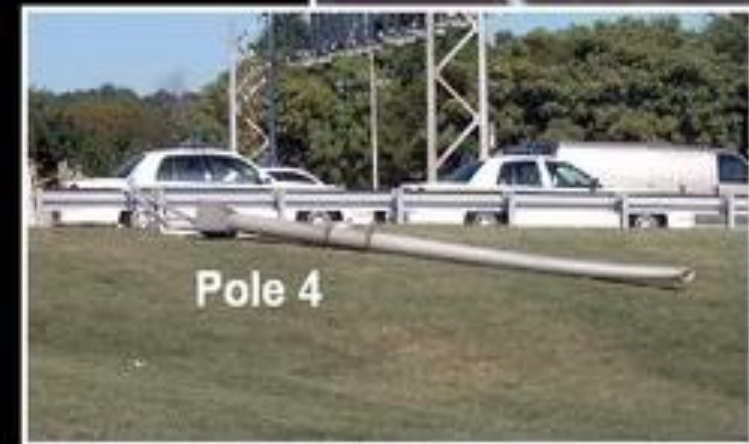
Scratch from pole visible on road



The impossible pole

Citizen Investigation Team interviewed England twice, in 2006 for the video *The First Known Accomplice?* and in 2008 for *Lloyde England and His Taxicab: The Eye of the Storm*. In both interviews England made it clear that he was alleging that his car had been hit by the **long end** of the **first pole** hit. This is bad news for the official story. And for those who want to convince us that most of that story is **true**.

England tells us **over and over** that the “long piece” of the pole, which he told both CIT and Jeff Hill was between 30 and 40 feet long, is what hit his car after being knocked off its base by the plane he claims to have seen crossing over the highway. This can only be the **first pole** that is alleged to have been hit by Flight 77.



**We don't have to
guess that he
meant pole 1
because he points
to it on camera**

“This shows the pole here...” England tells CIT in *Eye of the Storm* (at the 30-minute mark). Although England is adamant about being far from the Columbia Pike bridge, he still identifies pole 1 as having hit his cab.



**This is the
photo England
is looking at**



Why does this matter?

It matters if one wants to understand how David Chandler, Wayne Coste, and the rest of the Pentagon-impact group have misrepresented the evidence as it relates to the Lloyd England story.

For years, this group stated, as if it's an established fact, that England was saying it was the *long* end of the pole. And they had no problem asserting that this fit with the physical evidence. As recently as their 2016 paper rebutting the work of Barbara Honegger, this was their position.

(This paper was co-authored by Chandler, Ken Jenkins, John Wyndham, Jonathan Cole, Frank Legge, Jim Hoffman, and Victoria Ashley.)



Figure F-3 – Pole that entered Loyde England's taxi cab

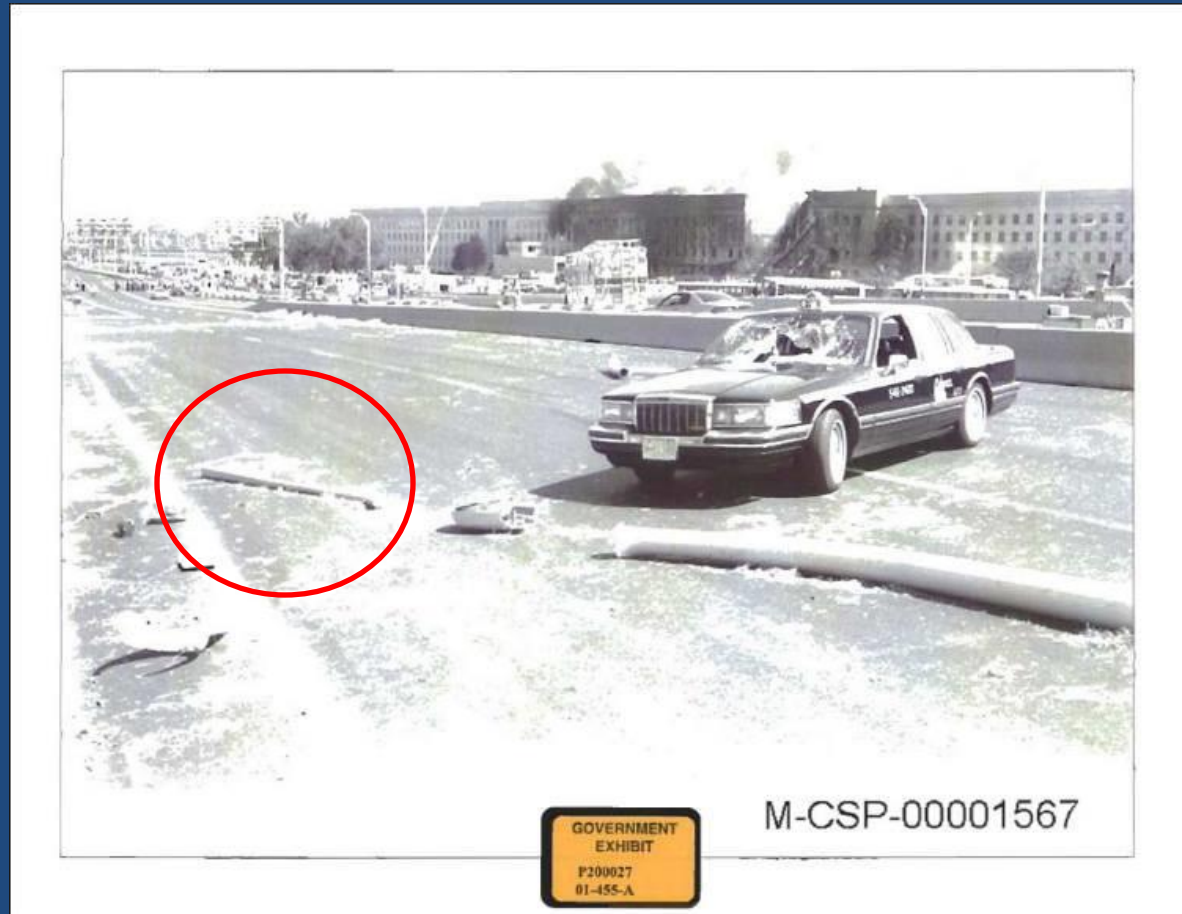
All the severed light poles were found to be bent. The long portion of the pole that pierced the windshield of Loyde England's taxi cab has a very pronounced curve as seen in figure F-3. The extent of this bend is not surprising as it was the pole hit highest from the ground. These curves are the expected

This is from the paper on Honegger. Other papers by Wyndham, Legge, and Stutt repeat that it was the long part of pole 1 that hit the cab and did the damage. **If the cab damage matched the long pole just three years ago, WHY NOT NOW?**

But then came Coste, who
decided the group needed
a way around the
inconvenient evidence.

So he invented
new evidence.

He began claiming it was “probably” an 11.5-foot section of pole 2 that did the damage, not the much larger mast of pole 1.



Now he simply states it as a fact that it was this shorter section of pole 2. This is the same as when he and Chandler state as fact that a shadow of a 757 was captured on the Citgo video and that the right engine of the plane carved a “notch” in the top of a tree, with the stripped foliage causing the smoke trail seen in the government’s Pentagon video. They surmise and call it “fact.”

The rest of the pro-impact group soon dropped their previous contention of more than a dozen years and began saying Coste has “**proven**” it was the shorter section. But this claim is based on nothing more than what they need to make England’s story *appear* to make sense and *appear* to fit the evidence.

And for them it MUST do that...

But what about
England's clear
statements about which
pole it was? **That's where
things get really crazy.**

Coste and Chandler claim that England never “unambiguously” said it was the long end of pole 1 even though he points right at it.



But worse than that, Chandler claims England was trying to tell CIT that it *wasn't* the long end of the pole, but they bullied him and put words in his mouth to get the answer they wanted.

This is a fabrication.

Coste and Chandler grossly, **and**
I believe deliberately,
misrepresent what England was
saying, which was focused on
where his cab was (he claimed it
was hundreds of feet farther
north than all the photos show)
and not *which* pole hit it.

Chandler says CIT talked to England like “fast-talking telemarketers” engaged in a “marketing campaign.”



In the CIT video, Ranke shows England the long pole and asks him if this is the pole that hit his cab. He says, “Yeah.”



Ranke asks again because he is trying to show England that his car is at the bridge.

The second time, England does not respond as he grapples with the implications of his car being where he said it wasn't. Chandler and Coste say this means England is refusing to confirm it was pole 1. But it is obvious to anyone watching that this is not the case. **Is this an honest mistake by Chandler and Coste?**

In an podcast interview, Chandler says:
“And as Wayne Coste has pointed out,
there is nowhere in any of CIT’s videos
that Lloyd England unambiguously
identifies that long 25-foot piece as
the piece that, he’s not claiming that’s
the piece that hit his car.”

But he does. Repeatedly.

Not only does England say over and over that it was the long end of the pole, the part attached the ground, that he pulled from his cab, he also specifies that the **thinner, lighter top was inside the cab while the heavier base was sticking out.** This would make no sense if he meant the short piece, which did not have a heavier end.

In 2006...

Pickering: So it's the long piece?

England: Yeah, the long piece. See it's the long piece. See the end on it?

Ranke (to someone in the room):
Show him the end.

England: Yeah, this was the piece that was in the ground.

In 2008...

England: I'd say it was about 30, 40 foot long. ... The base of it was in concrete.

Marquis: And to clarify, it was the long piece of the base of the pole.

England: Yes, the long piece that was sticking out across the hood.

Obviously, England's claim is **impossible**. But Coste and Chandler take most of it as truth (the part that actually supports the official story) **and reject the one part that exposes the fabrication.**

They use England's irreconcilable claims not to cast doubt on his story but to "fix" it to suit their desired conclusion. England makes the impossible assertion that he and the stranger pulled the pole out from in front of the hood, so they say it must have been the shorter piece.

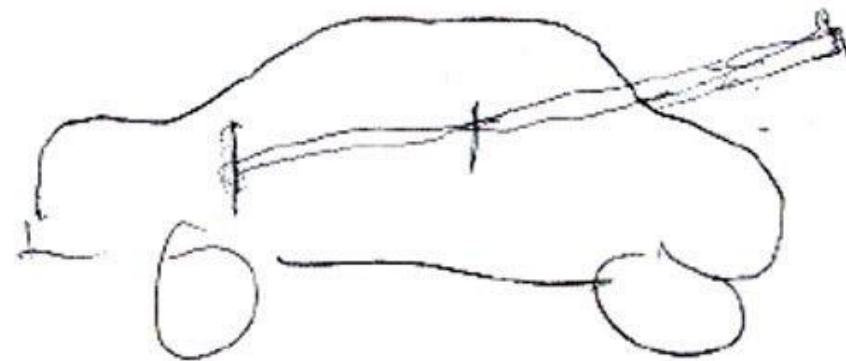


England tells Russell Pickering where he stood to remove the pole from his cab's windshield.

Chandler says in his Denver presentation:

“I don’t think he did identify this, and it doesn’t appear that he did in the videos, however even if he did, he’s just wrong. He’s in error. Because we know he could not have been hit by any part of the first light pole.”

This is a gross failure in logic. He asserts that if England's claims don't add up, this can only be because of an honest error on his part.



40 mph
40 feet
skidded

Coste and Chandler claim this drawing by England proves it was the 11.5-foot pole.



They ignore the possibility that England could have been fabricating any part of his story. They simply think things must be exactly as they appear to be.

Is this actually a problem of logic or are they being deceptive?

All they care about is
making sure the
evidence supports, or
appears to support,
their 757 impact theory.

From the PowerPoint series by Chandler and Coste we hear this: “In the rear seat, there are **some holes consistent with the lower support arm being the impinging projectile.**”



Some holes?

**Is this the
“scientific method”
that Chandler talks
so much about?**

Coste pulls a fast one...

... when he deliberately takes Craig Ranke out of context (from *Eye of the Storm*):

“Previously, researchers had thought of different possible scenarios to explain this — one of them being that, well, perhaps the pole itself isn’t what speared the windshield and maybe it was the top smaller part or an arm of the pole that just went through the windshield all the way to the back seat, whereas nothing was sticking out over the hood at all.”

(Quote from *Eye of the Storm*, posted on ‘Dump the Shadows.’)

**Lloyde England's story
wasn't a mistake, it was
a false statement. The
damage to his taxi had
to have been staged.**

But instead of using England's statements to challenge the 9/11 official story, Chandler and Coste twist, distort, and outright misrepresent them, along with the physical evidence, in their single-minded determination to support the official claim of a 757 impact.

30 questions

Unanswered questions 1

- How could pole #1 be knocked to the left (north) of the plane by the right wing?
- How could the pole have gotten past the fuselage, which would have been in the way as the plane crossed the highway?
- How could a car that had just been hit by a 30-foot pole swerve around on the road as the driver struggled to regain control without even a scratch being made to the hood?
- If the damaged dashboard shown in CIT photos was lower than the edge of the hood, how could the pole rest on the dashboard but not damage the hood?
- How could a pole of any length smash through the windshield and go through to the back seat without causing significant damage to the seat?
- How could the pole have bent the front seat towards the back without tearing its upholstery?

Unanswered questions 2

- Why would Lloydde even try to pull the extremely long and heavy pole out of the car in the first place?
- Why would he and the stranger remove the pole by standing in front of the cab, which would offer them much less leverage?
- Why did Lloydde refer to the man who helped as a “friend of mine” and later as a stranger?
- Why did he refer to the stranger as being “so quiet” and also describe the scene as soon as he got his car stopped as being “so quiet”?
- Why would Lloydde and the stranger pull the pole out and then swing it around in a completely different direction and then carry it over to in the middle of the road rather than leaving it on the side?
- Why didn’t the stranger help Lloydde when he fell under the pole?

Unanswered questions 3

- Why didn't the stranger say anything to Lloyd?
- Why was there a clear scratch across the road that appeared to have been made by the pole being dragged into place?
- Why would anyone claim it was a short piece of pole #2 that hit the cab when there is not one shred of evidence to support this?
- Why did Lloyd say in his Survivors' Fund account that it was an explosion that made him fall under the pole but later just say he fell because the bent end "swung down"?
- Why would he later stop mentioning an explosion at all?
- Why would he describe an explosion that sent rocks flying over the highway but later say "if" there was an explosion it was confined to the hole in the building?
- How could all of this have happened without any part of it being seen by even one person?

Unanswered questions 4

- Why would the FBI assume Lloydde was dead after seeing the damage to the interior of the car even though the driver's seat was undamaged and there was no body in the car?
- Why did Lloydde say his wife worked for the FBI and that he couldn't talk about what she did there and later say she worked as a cleaner in the FBI building?
- If Shirley was simply a cleaner, how would the FBI know her husband was the cab driver whose car was hit by a pole just the day before?
- Why would the FBI have no idea where to find Lloydde?
- Why would the FBI think Lloydde was dead?
- Why did Lloydde claim he was nowhere near the bridge on camera but admit off camera that the neighbor taking close-up photos of the cab and pole was "on the bridge"?

Unanswered questions 5

- Why would Shirley say she knew why the FBI didn't take the taxi in for examination but that she could not say why?
- Why would Lloydde say the pole fell "onto" his car and that the stranger helped him lift it "off"?
- Why would Lloydde keep the car under a tarp and then, a decade later, say he'd like to sell one of his two cabs?
- Why do "truthers" who push a large-plane impact at the Pentagon ignore the many problems with Lloydde's story and instead claim that CIT treated him unfairly?
- Given CIT's game-changing investigation, why are they so viciously attacked by those who seem happier talking about what they agree with in the official story?