

Lloyd England's Taxicab: A Comprehensive Review of the Accident Scene

Prepared for the November 30, 2016
9/11 Truth and Other Deep State Crimes Teleconference

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Truth Outreach, Inc.



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Purpose of the Presentation

- Review the Lloyd Taxicab incident:

When treated as an accident scene using the physics of motion, the location of the taxi and debris supports Lloyd's "Survivor Fund" statement.

The location of most debris from light pole #1 and #2 is documented in the photographic record.

A location of the debris from light pole #1 and #2 is consistent with a high speed impact at a point below the attachment point of the lamp support arms.



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Text of Lloyd's "Survivor Fund" Statement

Lloyd, 69, began the morning of September 11, 2001 like most days, driving his taxi cab ... As he approached the Navy Annex, he saw a plane flying dangerously low overhead. Simultaneously, the plane struck a light pole and the pole came crashing down onto the front of Lloyd's taxi cab, destroying the windshield in front of his eyes. Glass was everywhere as he tried to stop the car. Another car stopped and the driver helped move the heavy pole off Lloyd's car. As they were moving the pole, they heard a big boom and turned to see an explosion. The light pole fell on Lloyd and he struggled to get up from underneath, wondering what had happened ...



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Windshield and Rear Seat Are Damaged By “Light pole”

Imprecise use of the word “pole” has opened the door to confusion. The street lamps in front of the Pentagon have three “pole” segments.



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Small Holes in Rear Seat Fabric



Source: <https://www.youtube.com/watch?v=yC3LRdjocmc> at 50:38



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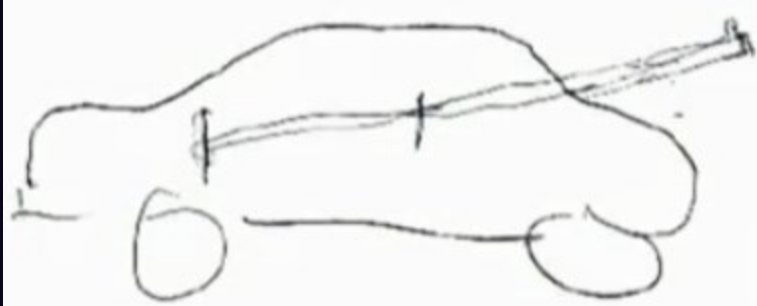


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Depictions of Lloyd's Taxi with Pole

Doodle by Lloyd England



Depiction by another person



Daryl Donley Captures Explosion 4 - 6 Minutes After Impact



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OVERVIEW OF THE ACCIDENT SCENE



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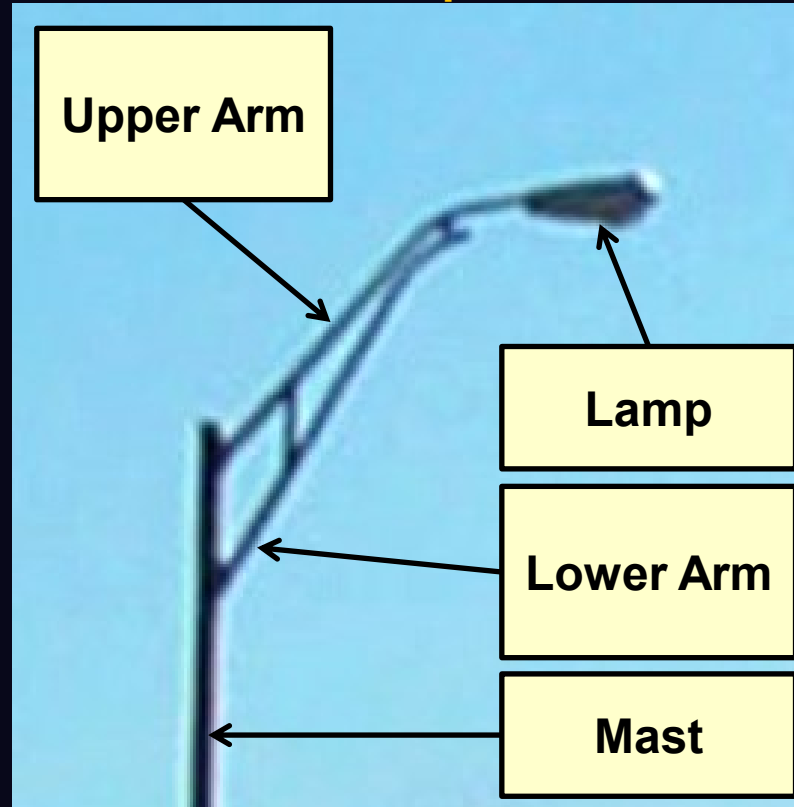


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Nomenclature: Lamp Post Parts

“Upper arm,” “lower arm” and “mast” parts can correctly be called a “pole”



Source: Extracted from photo by Cpl. Jason Ingersoll on 9/11



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Stopping and Reaction Time

At 40 mph, stopping distance with reaction time is estimated to be 164 feet.

MPH	Ft./Sec.	Braking Deceleration Distance	Perception Reaction Distance	Total Stopping Distance	Implied Reaction Time
10	14.7	5	22	27	1.50
15	22	11	33	44	1.50
20	29.3	19	44	63	1.50
25	36	30	55	85	1.53
40	58.7	76	88	164	1.50
60	88	172	132	65	1.50

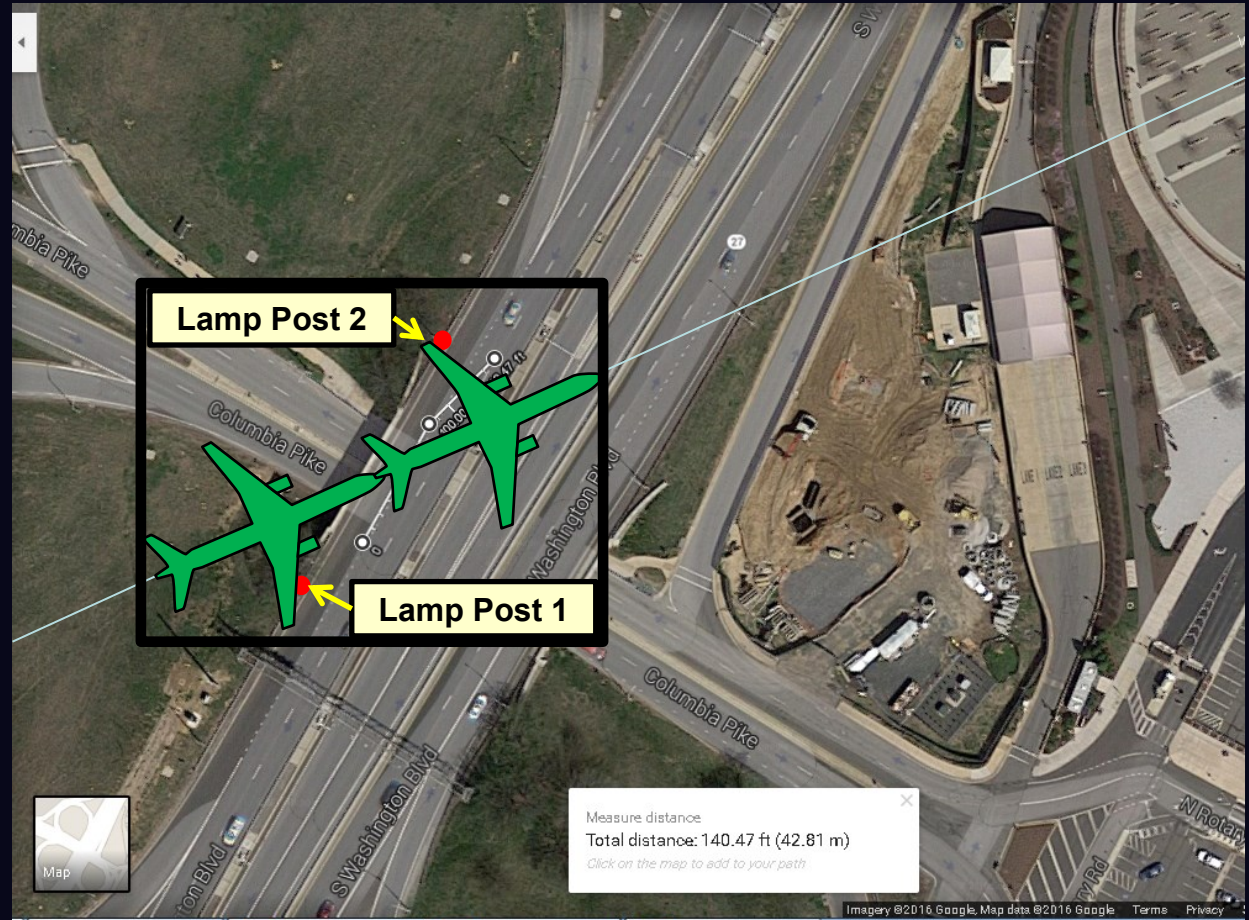
Source: http://nacto.org/docs/usdg/vehicle_stopping_distance_and_time_upenn.pdf



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Approx. Impact with Lamp Post 1&2



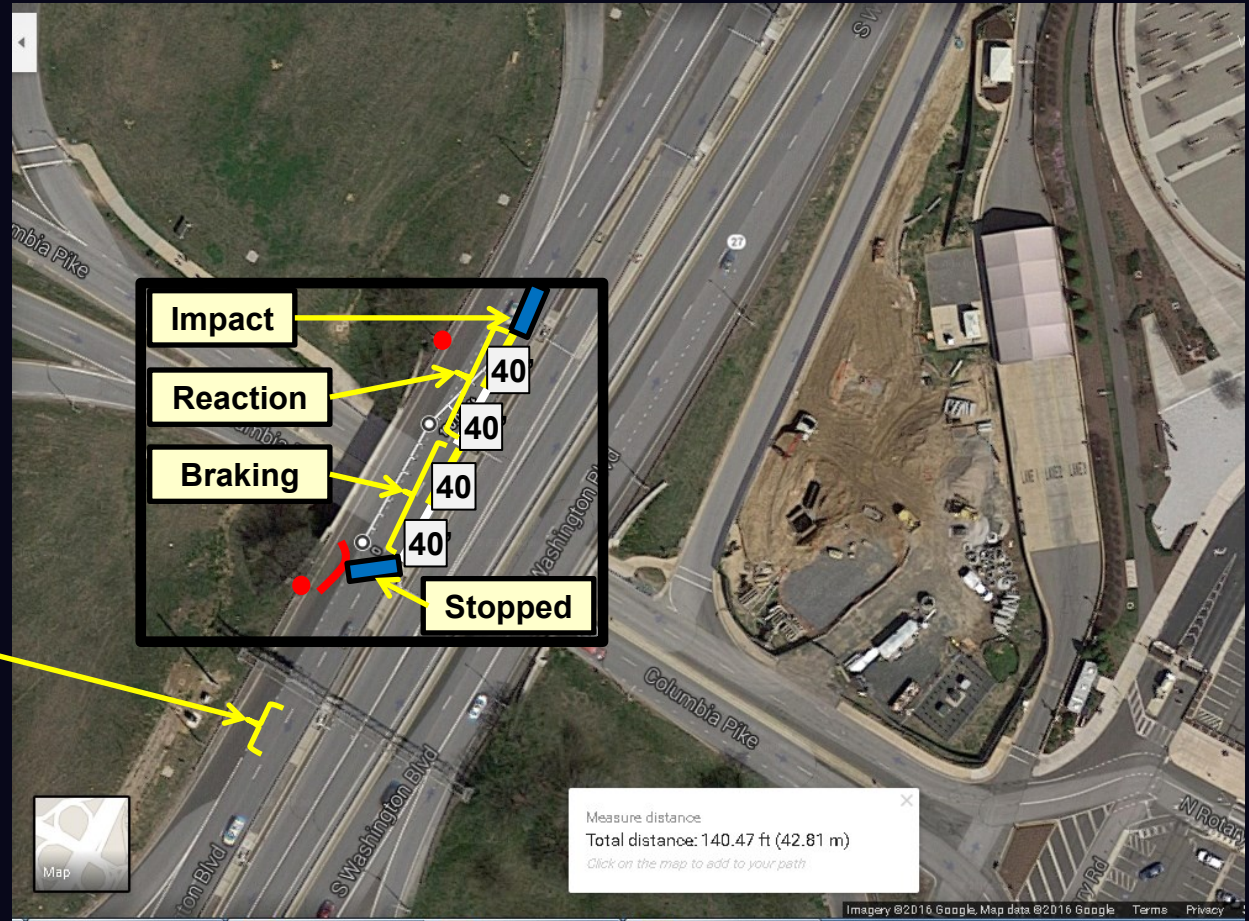
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Reaction and Braking Distances



Reference shown for scale:
Passing lane markers are
every 40 ft.



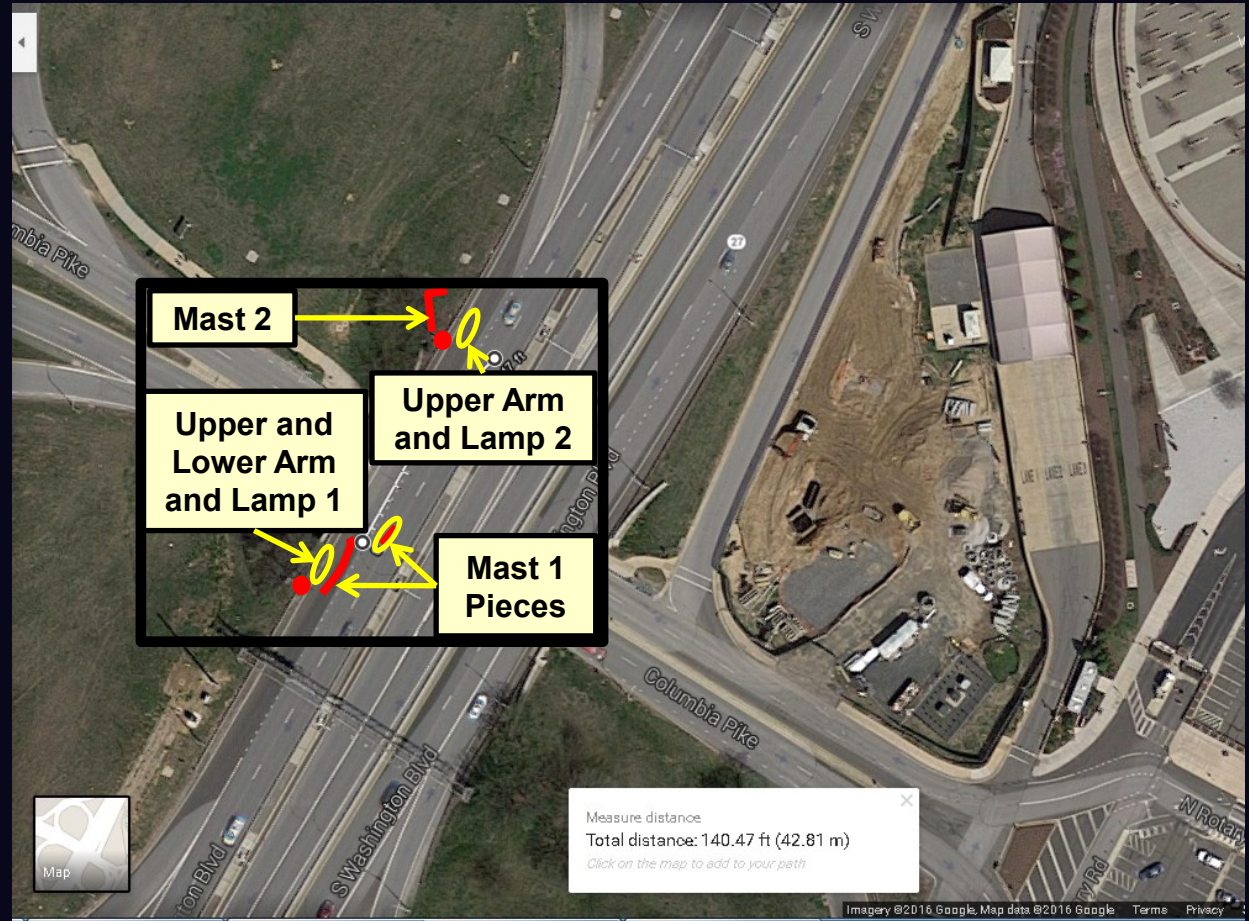
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Location of Lamp Post Debris



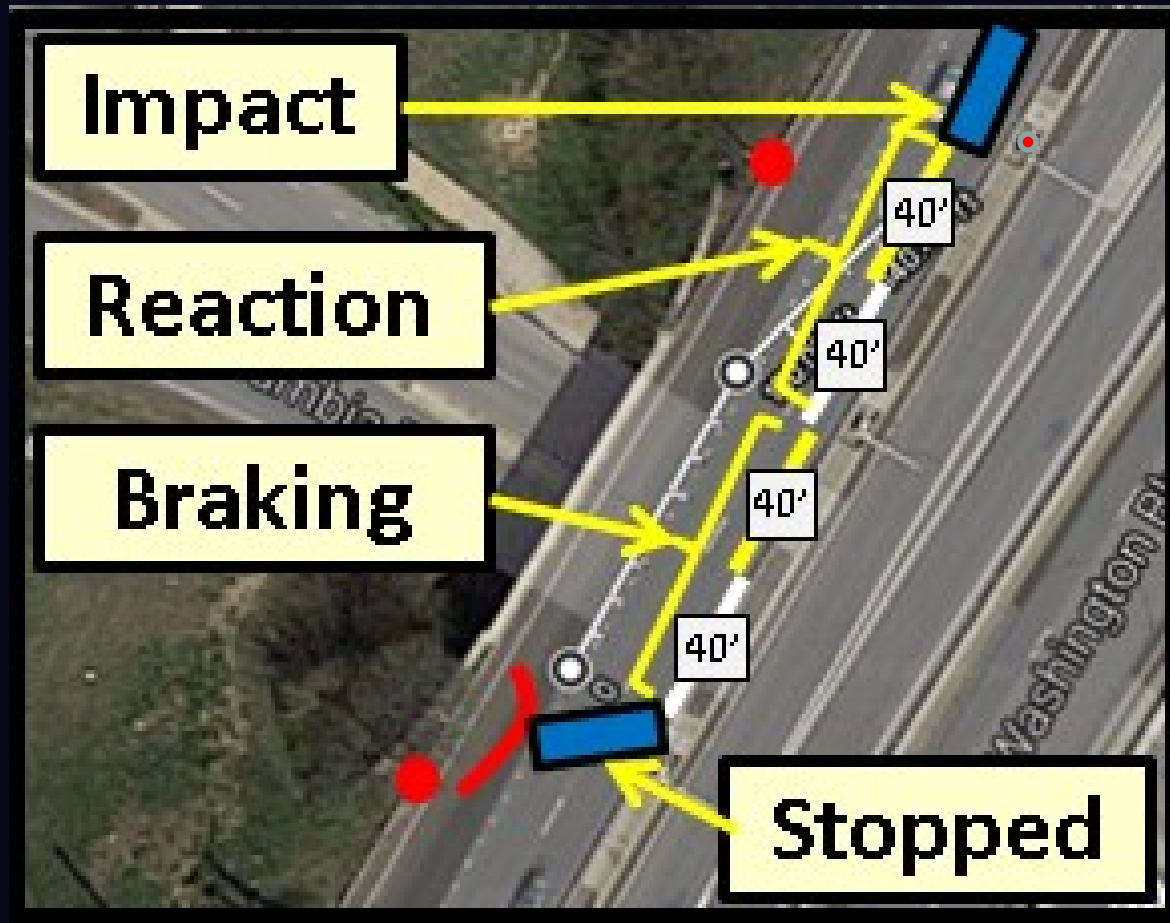
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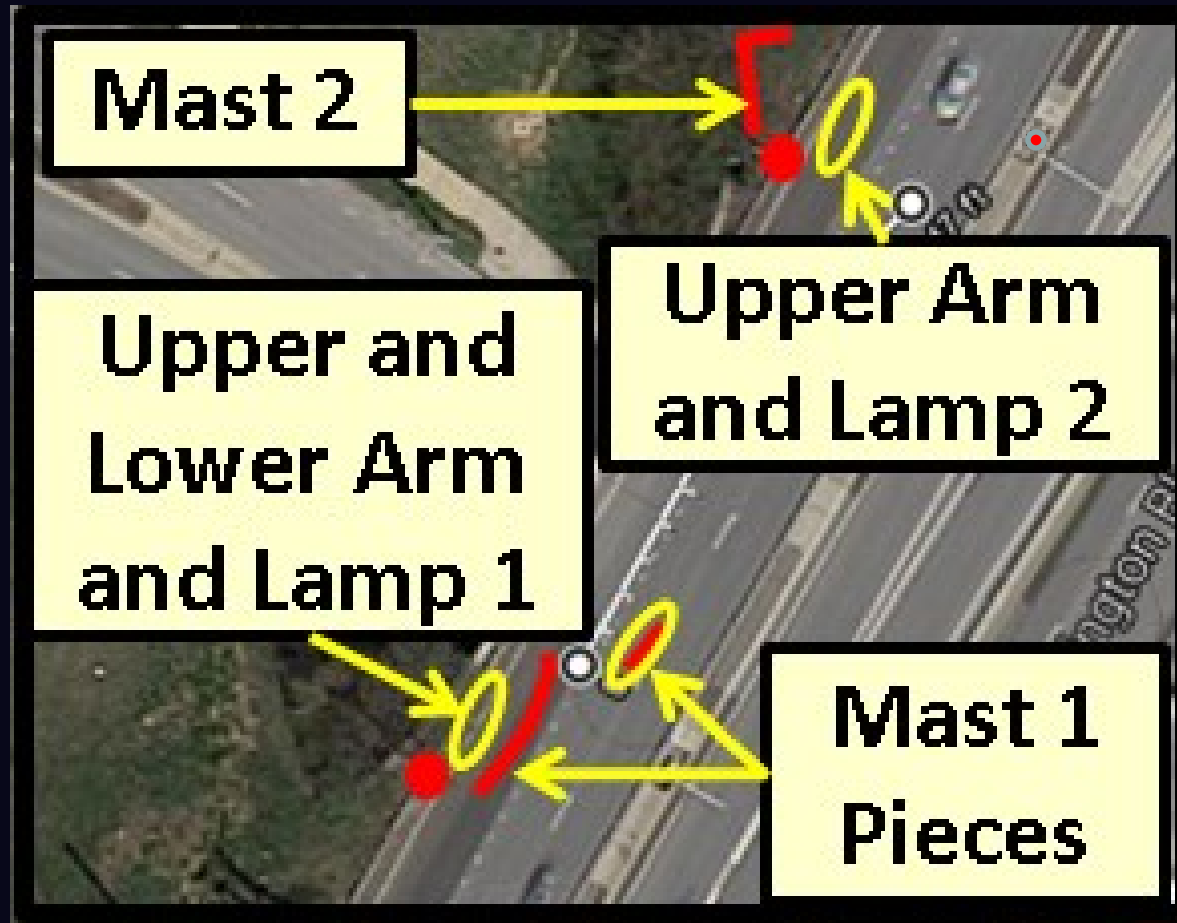
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Reaction and Braking Distances



Location of Lamp Post Debris



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PROBABLE MECHANICS OF DESTRUCTION LIGHT POLE #1



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Probable Mechanics of Destruction Light Pole #1

- Illustrations explain the probable dynamics of impact
 - Upon impact at mid-mast height
 - Mast is very quickly severed into three parts
 - Support arms and lamp have little horizontal acceleration due to inertia and fall near their original location
 - Middle 5 ft segment of mast 1 suggests impact by large mass of leading wing spar



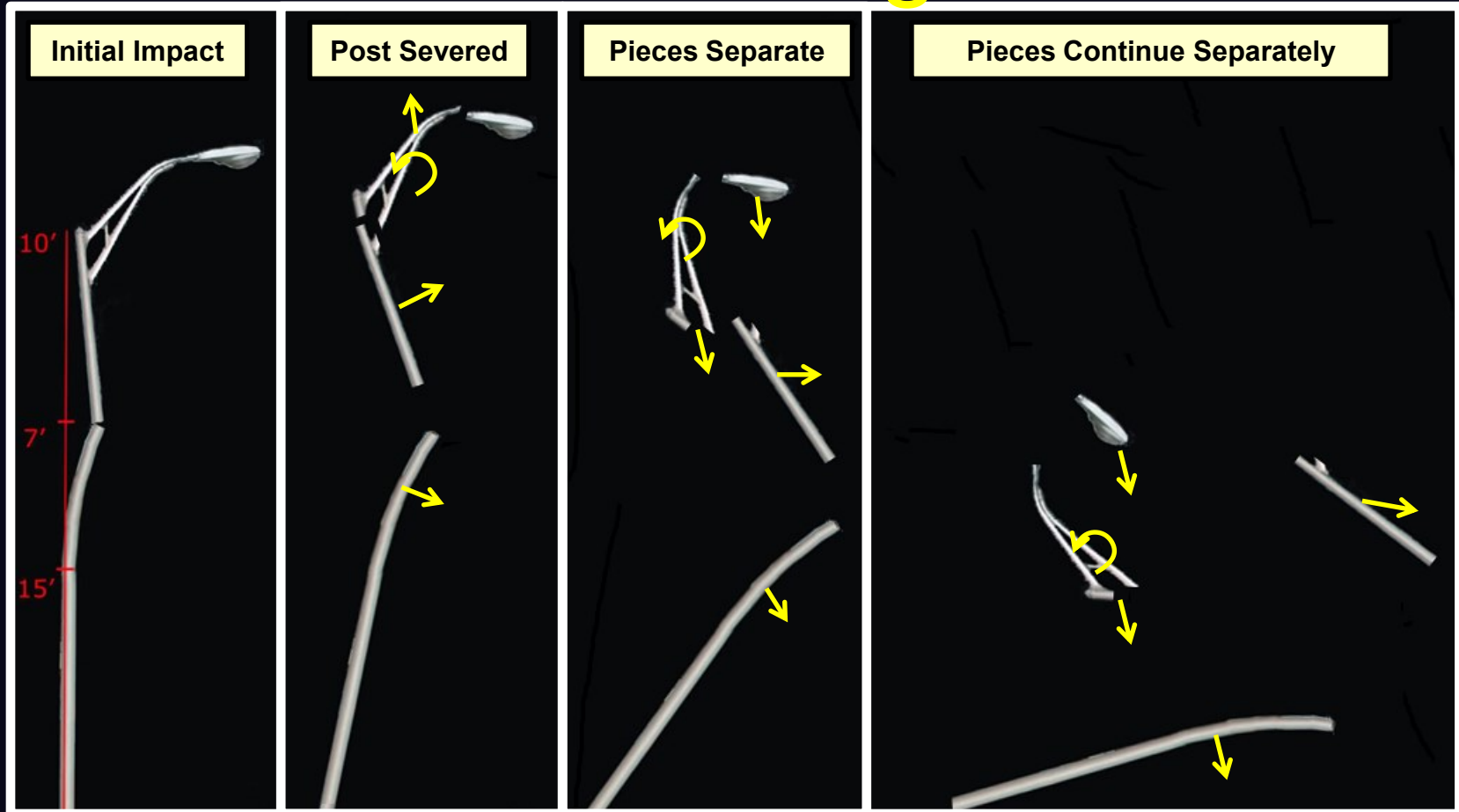
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Probable Sequence of Lamp Post Dis-Integration



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PHOTOS DOCUMENTING PARTS OF LAMP POST #2



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Lamp Post #2

- Mast
 - Appears to be bent (at 90 deg.) – not severed
 - Mast found laying to the left of the flight path
- Lamp and upper support arm appear to be:
 - On fog-line (shoulder) of Route 27
 - Landed near base of lamp post #2
(approximately under their original location)
- Lower support arm not visible (Lloyd's pole?)



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Mast of Lamp Post #2 Visible from a Distance



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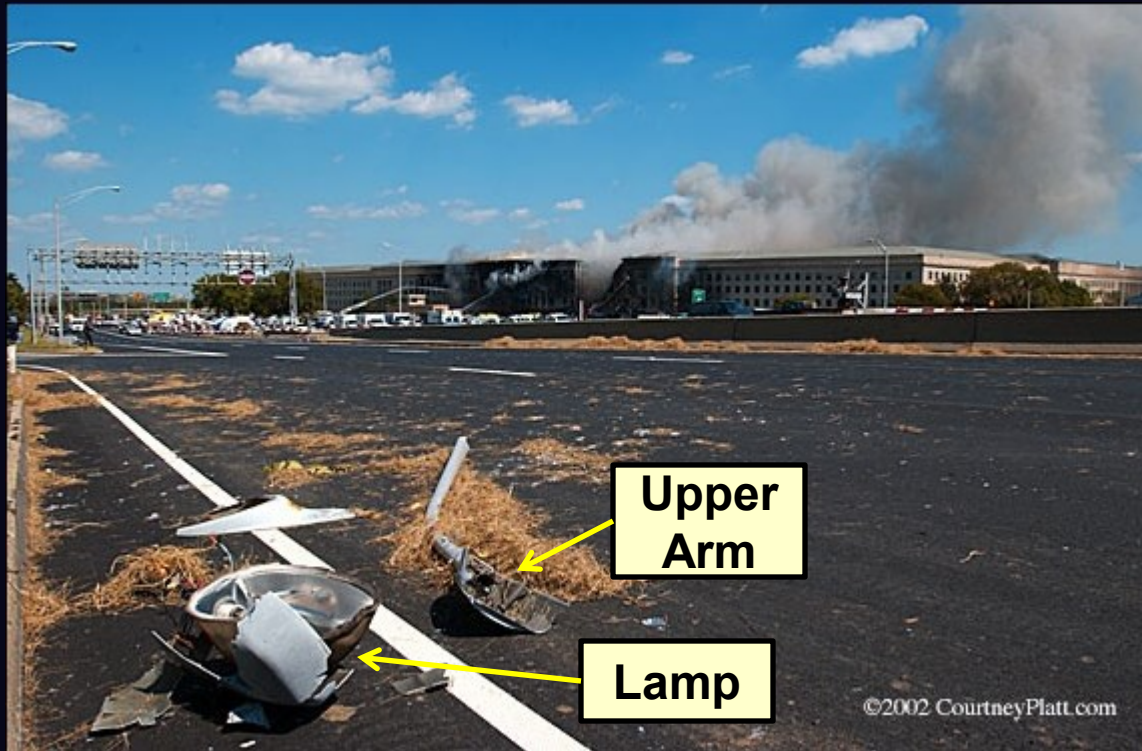
Lamp Post #2 Mast

No Good Close-up Photos

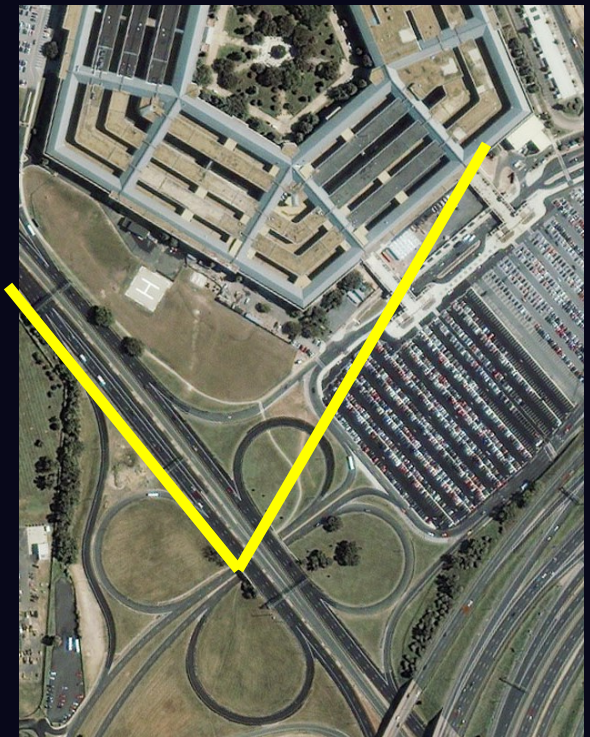


Lamp Post #2 Upper Parts

Location of debris of lamp pole #2 showing lamp and upper lamp support arm



Field of view of Courtney Platt photo



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PHOTOS DOCUMENTING PARTS OF LAMP POST #1



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Lamp Post #1

- Mast was severed into three parts
 - Mast Part 1: Large segment – the lower ~25 ft seen in right travel lane
 - Mast Part 2: Middle 5 ft segment seen near left travel lane
 - Mast Part 3: Top 1 ft segment
 - Connected to the upper support arm
 - Initially seen on travel lane side of fog-line
- Upper and lower support arms are together



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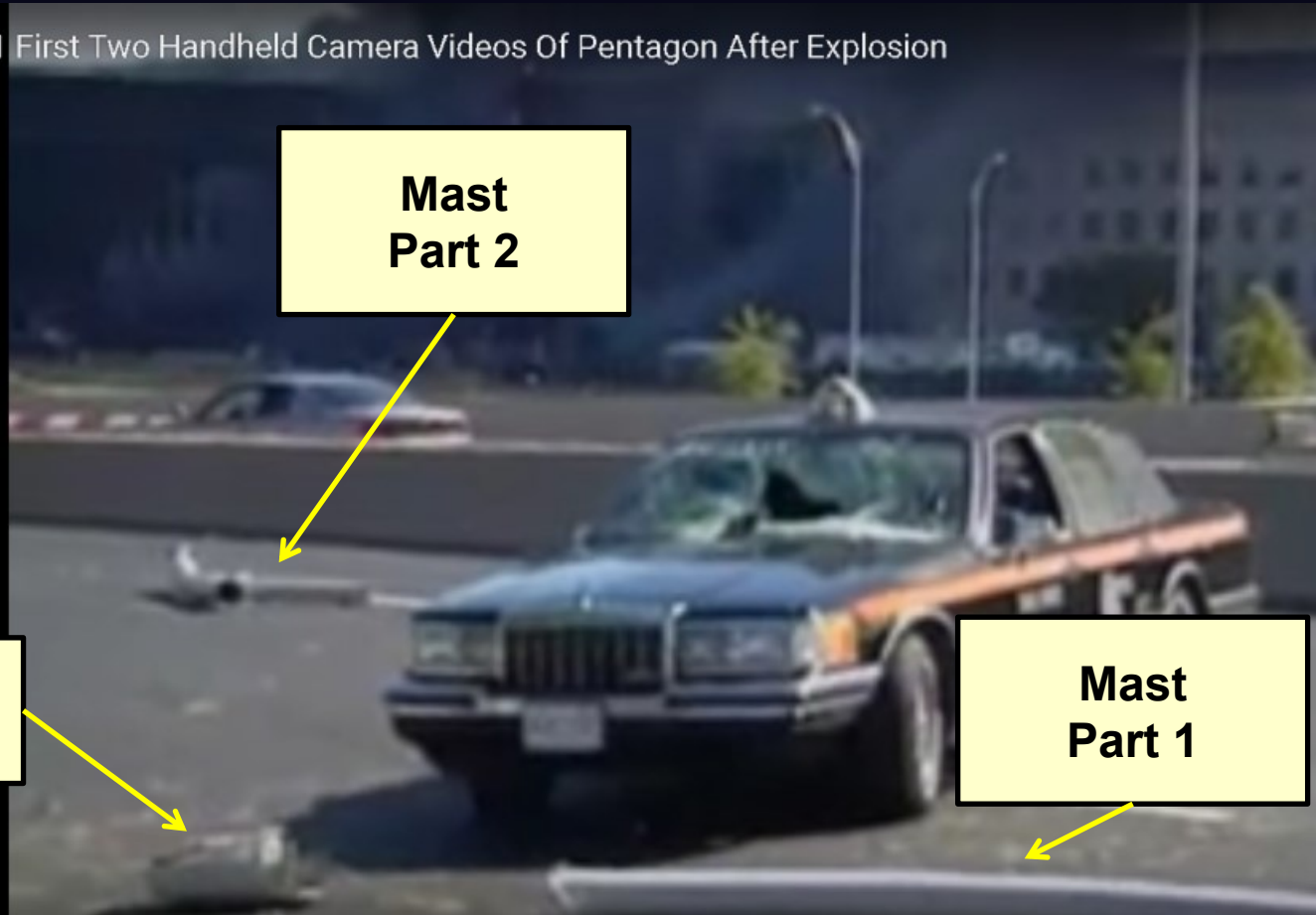


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Mast Parts 1 and 2 for Lamp Post #1

9/11 First Two Handheld Camera Videos Of Pentagon After Explosion



**Mast
Part 2**

**Lamp? (or
something else)**

**Mast
Part 1**



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Photo of Mast, Lamp and Upper and Lower Lamp Support Arms

Photo taken By Cpl. Jason Ingersoll within about 20 minutes of impact



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Upper and Lower Lamp Support Arms with Top of Mast Attached

Photo taken By Cpl. Jason Ingersoll within about 20 minutes of impact

Mast
Part 3



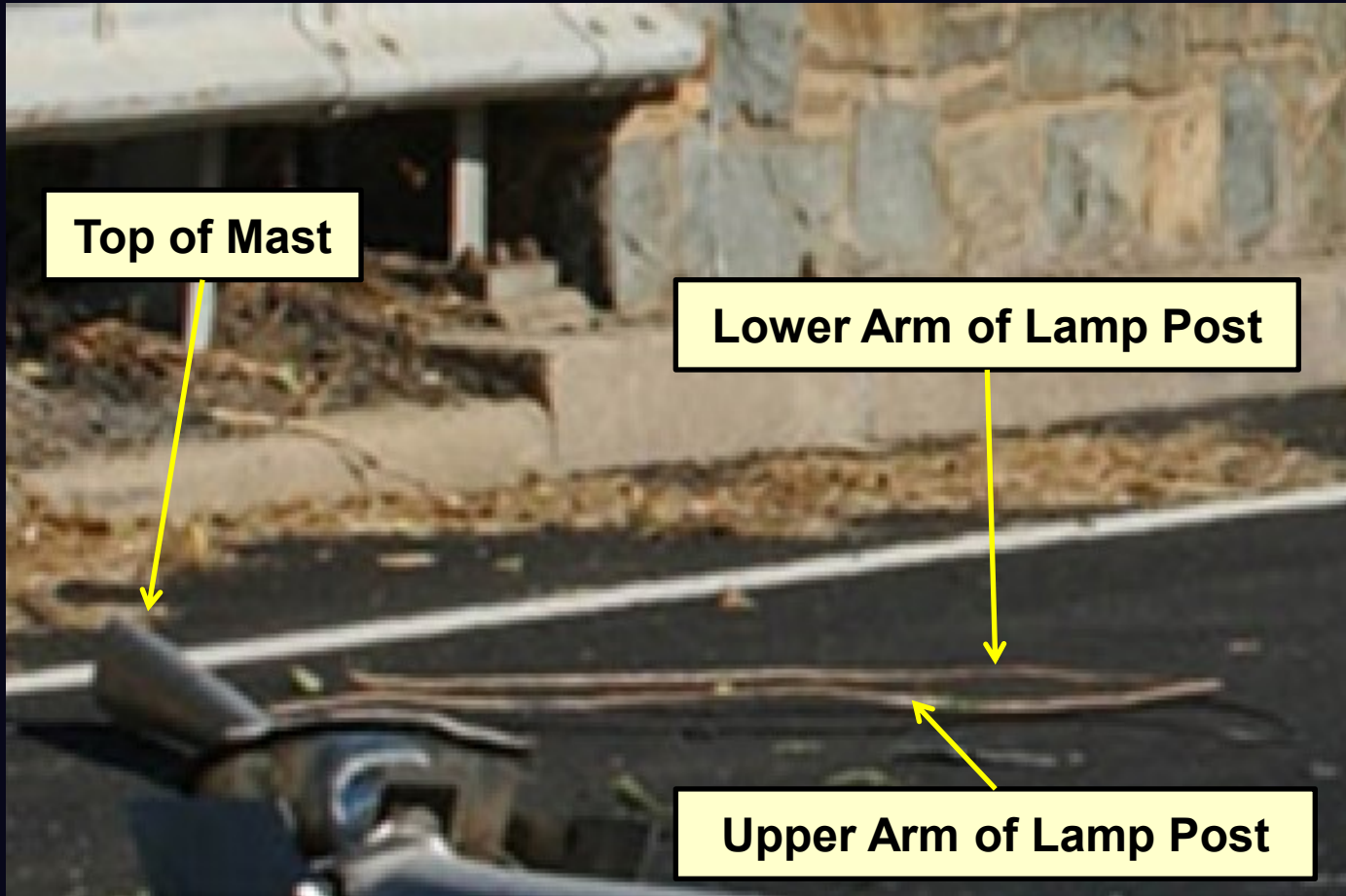
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Top of Mast with Upper and Lower Lamp Post Arms



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Another Accident Scene Photo Showing Mystery Piece

Part 2 of Mast 1 near left travel lane

Mystery piece:
This piece may have been obscured in Ingersoll photo and appears different than upper and lower lamp support arms in the Ingersoll photos. May be lower support arm of lamp post #2

Part 3 of Mast 1 moved to curb side of fog-line. This photo was taken later than the Ingersoll photo



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Lloyd England's Taxicab: A Comprehensive Review of the Accident Scene **OBSERVATIONS**



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Observations

- Most of the parts of lamp posts 1 and 2 are accounted for in photos
 - Both lamp post masts
 - Mast #1 is in three parts
 - Mast #2 is in one piece that is bent at 90 degrees
 - Both upper support arms accounted for
 - Lower support arm for lamp post 1 is seen
 - Lower support arm for lamp post 2 is missing and probably impaled Lloyd's taxi cab



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Questions



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APPENDIX



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Complete Text of Lloyd's Survivor Fund Statement

Survivors' Fund clients: His life and livelihood was changed by the path of Flight 77 before it hit the Pentagon.

Lloyd, 69, began the morning of September 11, 2001 like most days, driving his taxi cab. A passenger in Rosslyn told him what had happened at the World Trade Center so he turned on his radio and headed home. As he approached the Navy Annex, he saw a plane flying dangerously low overhead. Simultaneously, the plane struck a light pole and the pole came crashing down onto the front of Lloyd's taxi cab, destroying the windshield in front of his eyes. Glass was everywhere as he tried to stop the car. Another car stopped and the driver helped move the heavy pole off Lloyd's car. As they were moving the pole, they heard a big boom and turned to see an explosion. The light pole fell on Lloyd and he struggled to get up from underneath, wondering what had happened.

Police started to arrive on the scene and forced Lloyd to move. They urged the bystanders to leave the area in case there was another explosion. Lloyd was forced to abandon his car in the middle of the street to begin the long walk home. As he made his way on foot up Route 395, he met a man who had been working at the Pentagon. Walking side by side they found a dollar bill lying in the road. They picked it up, tore it in half, each signed one half and traded with each other. Parting ways each took half of a torn dollar with a stranger's name on it. Lloyd still keeps this tangible reminder of his experience on 9/11.

Lloyd says the hardest part of his journey since 9/11 has been trying to survive without money. He realized once he got home the morning of September 11th that he would not be able to work without his car—it is his livelihood. He was without a vehicle for two months until he purchased a used car with the help of American Red Cross funds. They were the only people to come to his aid in the beginning until his daughter came across the Survivors' Fund. With the help of his case manager and financial support from the Fund, he has been able to afford his monthly expenses, something he struggled with after 9/11. "I'm not accustomed to people helping me," he says. "I'm amazed that there are people there just to do that."

Lloyd tends to keep his feelings to himself. He is quiet, respectful and humble when speaking of his experiences. When asked if it helps him to talk about September 11th, he says, "I don't know. There are things I'd like to forget." The remnants of September 11, the reminders are all over for him but he concludes, "Surviving hasn't been easy, but it can be done."



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George Aman, Arlington Cemetery Employee Saw Light Poles Being Hit

Source: <http://www.thepentagon.com/neit419>)

George Aman is in his office on the second floor of the Arlington National Cemetery office building. On page 5 of the Center for Military History interview (<http://www.thepentagon.com/neit419>), he says:

George Aman: "So I was just looking out, look out here and I see this plane coming down here and I thought it was coming, going to hit this building. And I said good God Almighty. So I'm just petrified. I'm looking. The Plane flies right over the parking lot here, I would see the people sitting in the airplane, yes. I'm saying good God. And just, it's just not registering, you know, it's so weird. So then I'm seeing it, it's going by here and it sounds like he really stepped on the gas and just really poured the coals to it. And I go from here over to this one here and I'm looking out and, as you can see, you can see right over there where it's at.

Center For Military History Interviewer: That's maybe 800 feet?

George Aman: "And I'm just watching and I'm just amazed that it, it happened pretty quick, too. And it hit the thing, and it was just the most god-awful loudest noise. I mean you could hear it like in 3-D. You know, I could see, you could hear it, bam. **And then just you could hear it crumbling, crushing like an accordion and then boom.** Just like a smash, crunch, pow when all the fuel blew up."

(Page 19 of 21)

Center For Military History Interviewer: When you first saw it, from here to there, how long did it take.

George Aman: From here to over there? Matter of seconds. When I seen he was kind of turning and gliding when he come across here, across the parking lot but when he got out right in front of here, it sounded like he poured the coals to it. **Yes, and that's when I looked over here and then when I was looking over here and I seen things fly up in there, not knowing really what the hell they were but come to find out they were streetlights. So the plane was clipping the tops of the streetlights off...**



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