

Pentagon Debate Series

Prepared for the January 27, 2016
9/11 Truth and Other Deep State Crimes Teleconference

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Truth Outreach, Inc.

Compiled from research done by many others



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The debate statement for January 27, 2016 is:

“No large plane was destroyed at the Pentagon”

Material presented here
shows debate statement is false



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Issues Not Addressed

- Was the aircraft
 - AA Flight 77
 - Were there passengers
- Authenticity of security camera frames
- Authenticity of Cockpit Voice Recorders and Flight Data Recorder
- How was aircraft “controlled?” (Note: could not be Hani Honjour)



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Tree at Column 16

Used as a Reference Point

- Will be using the Column 16 tree as a reference point
 - Immediately to right of impact point
 - After the impact, only a stump remains
 - Tree not blown outward onto pristine lawn
 - Apparently severed upon impact and dragged into the 80 foot hole
 - Stump seen in many photos



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The Tree at Column 16

Tree in front
of Column 16
before 9/11



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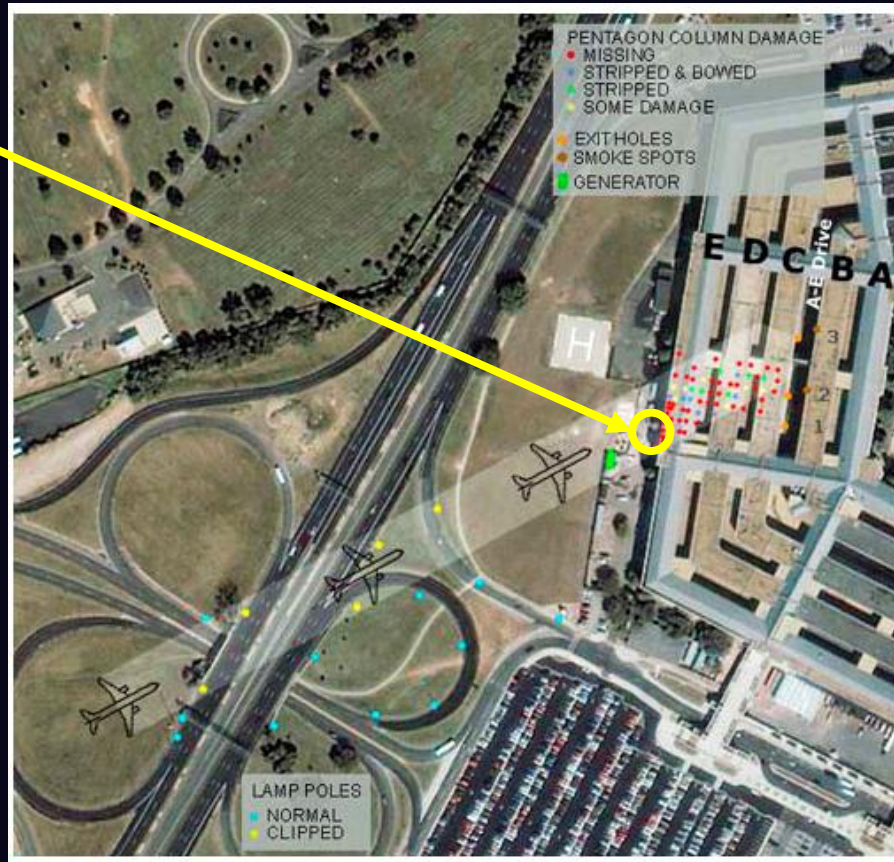


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"Large Plane" Enters the Pentagon at 42 Degree Angle

Tree in front
of Column 16
before 9/11



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Tree Stump at Column 16



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ZOMBIE MYTHS



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Zombie Myths

- Some mis-statements about the Pentagon never die even though they are proven wrong
 - They get resurrected without merit
 - Five will be discussed here
 - Zombie myths argue against a large plane impact
- Facts show: large plane impact fit the data
- Paying attention is the only way to kill a zombie myth



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Zombie Myth #1: White Border to Right of the Letter 'n' Continues

Glare from mid-morning sun (left) leads some to believe that white outline continues to left. Photo from the afternoon shows debris without glare (right).



Source: Pentagon 9/11, Defense Studies Series, Historical Office, Department of Defense (right photo)



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Zombie Myth #2: The Hole Was Too Small for a Large Aircraft

- Some 9/11 Pentagon analysts say there was only a 16 ft (or 18 ft) hole
 - Must have been a missile!
 - Must have been a bomb
- Last month, the debater was emphatic
 - Hole in first floor wall “no more than 50 ft”
 - Column 15 rises from slab and angled outward!
 - Column 15 define the extent of the opening!



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90 to 95% Into The First Floor

Wing Tip to Wing Tip is 124 Feet; Distance Between Engines 42 Feet
Window Center to Window Center: 10 Feet



Highlighted area is 80 feet wide

Illustrative Image
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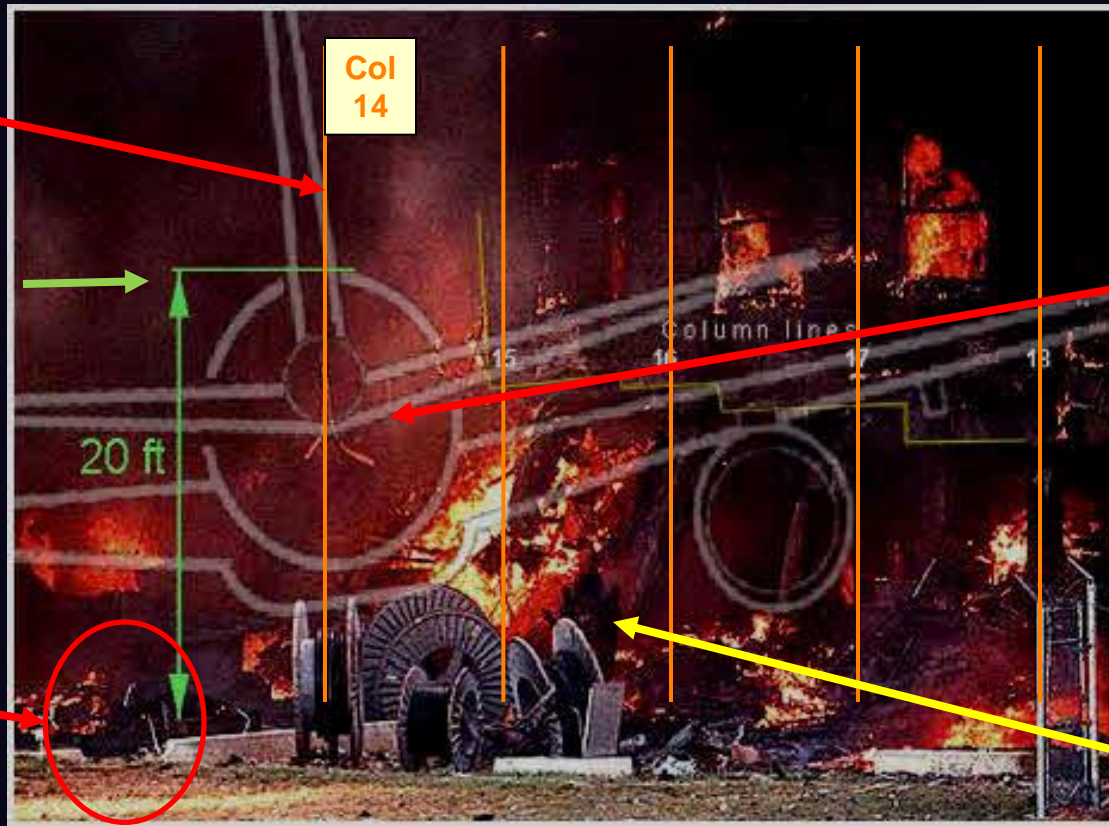
Approximate Impact Drawing (Plane Outline Too Far Left)

Approach angle / perspective can not be drawn - location too far to the left

'Impact' point
at Column 14

Estimated top of
fuselage is 20 ft

Engine
assumed to
have gouged
retaining wall



Plane impact
angle of 42
degrees not
clearly shown
in drawing

Tree Stump



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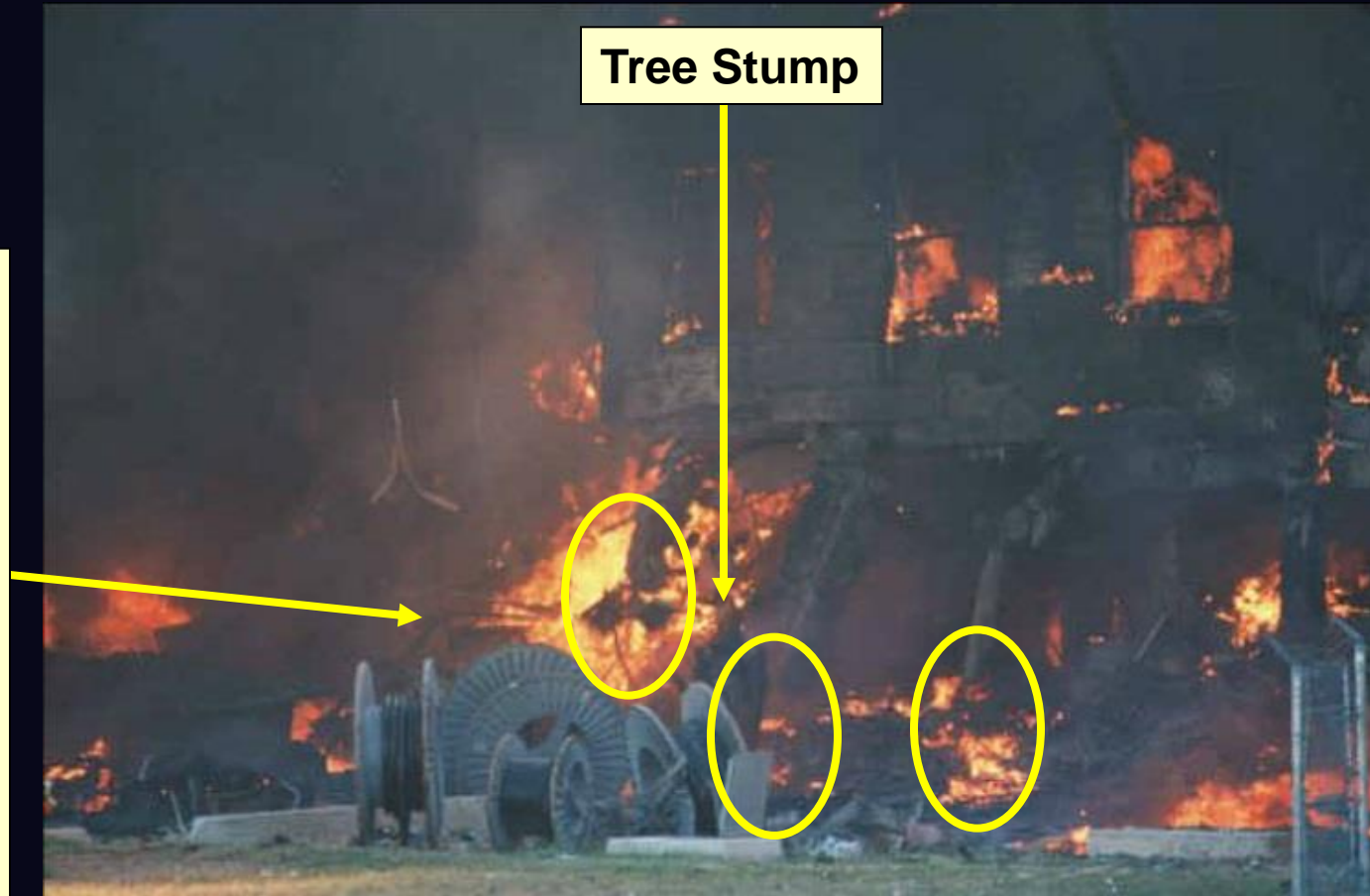
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Interior Fire Visible Underneath *Suspended* Columns

Fire visible underneath hanging columns shows that they were pushed to right.

Cannot be rising from the ground and bowed outward.



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Witnesses Report Engines Hit Retaining Wall and Generator



Gouged retaining wall

Impacted diesel generator

Approximate distance between engines



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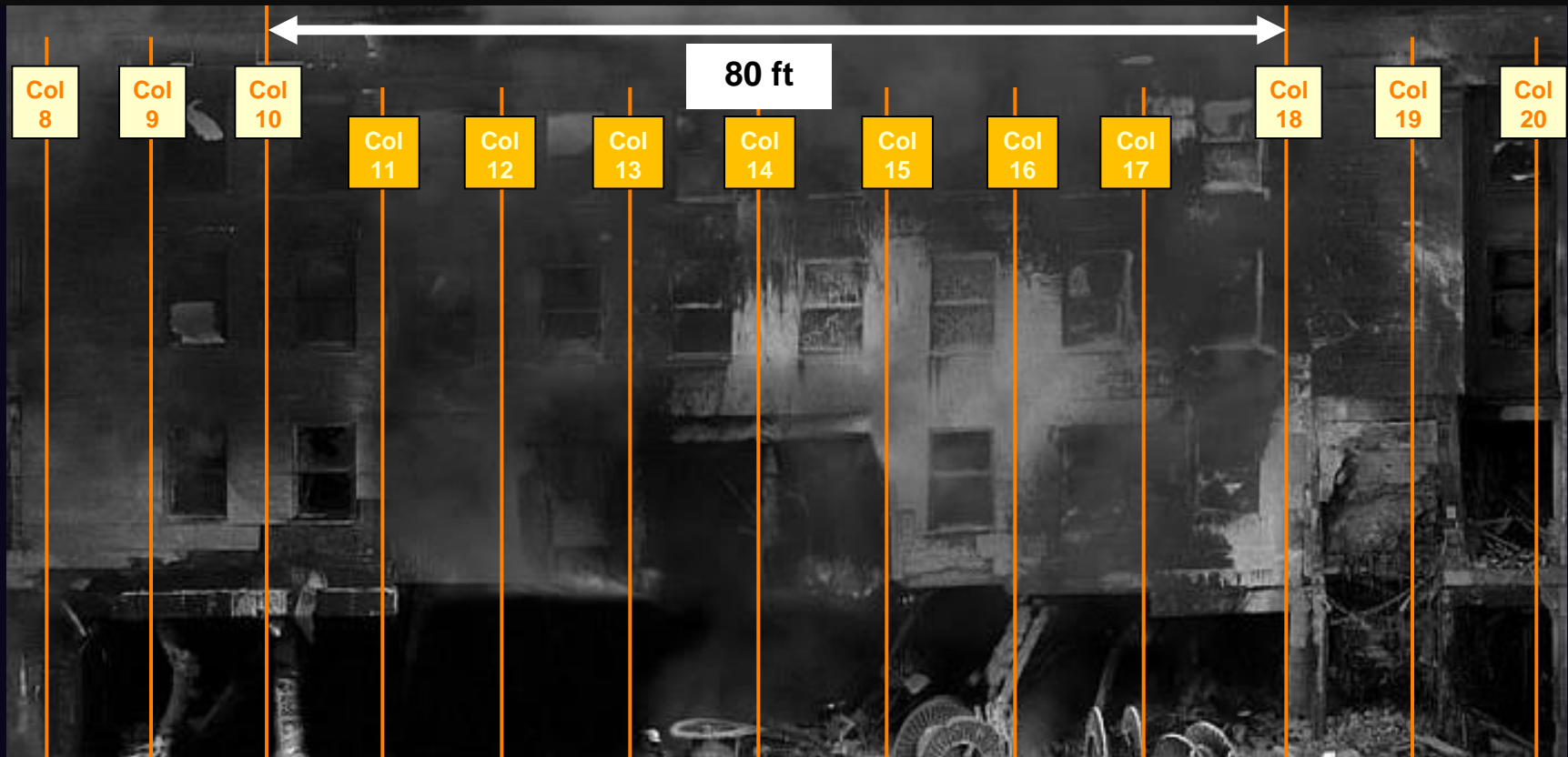


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Destroyed Exterior Columns 11-17

Opening Between Column 10 and 18 is 80 feet



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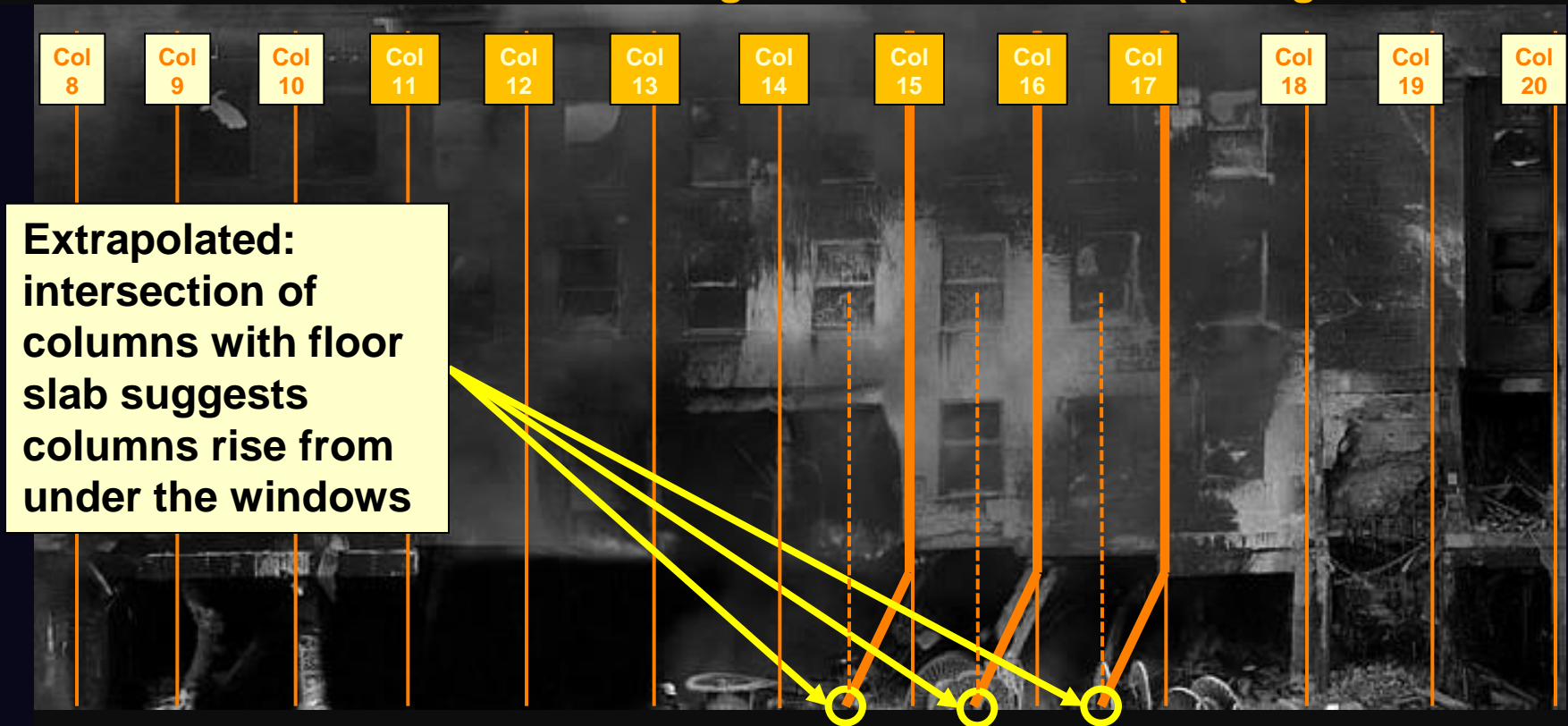


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Remnants of Columns 15 -17 Hanging From Structure Above

Columns 15-17 pushed in direction of impact and hanging from second floor. These are not columns 14-16 rising from the foundation (wrong intersection)



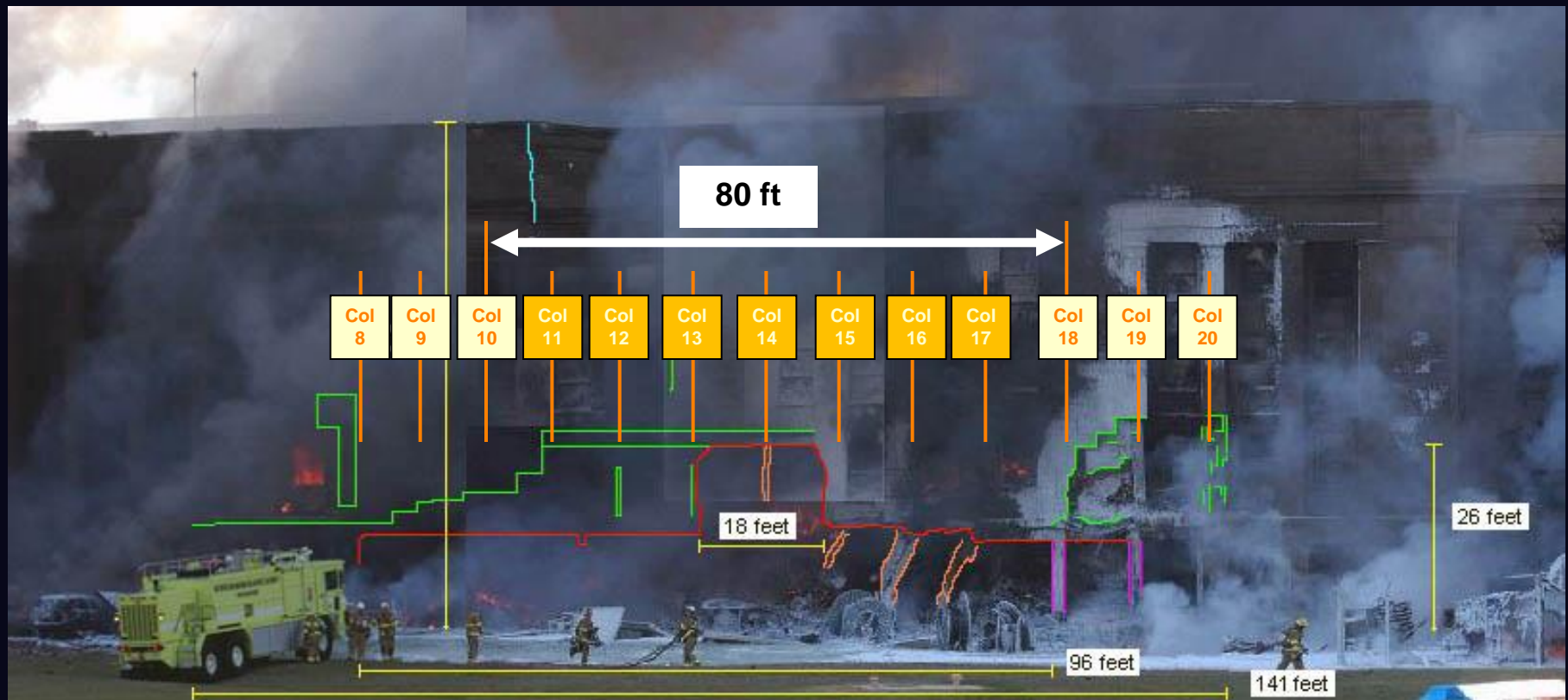
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Columns 15, 16 and 17 Hanging from Second Floor



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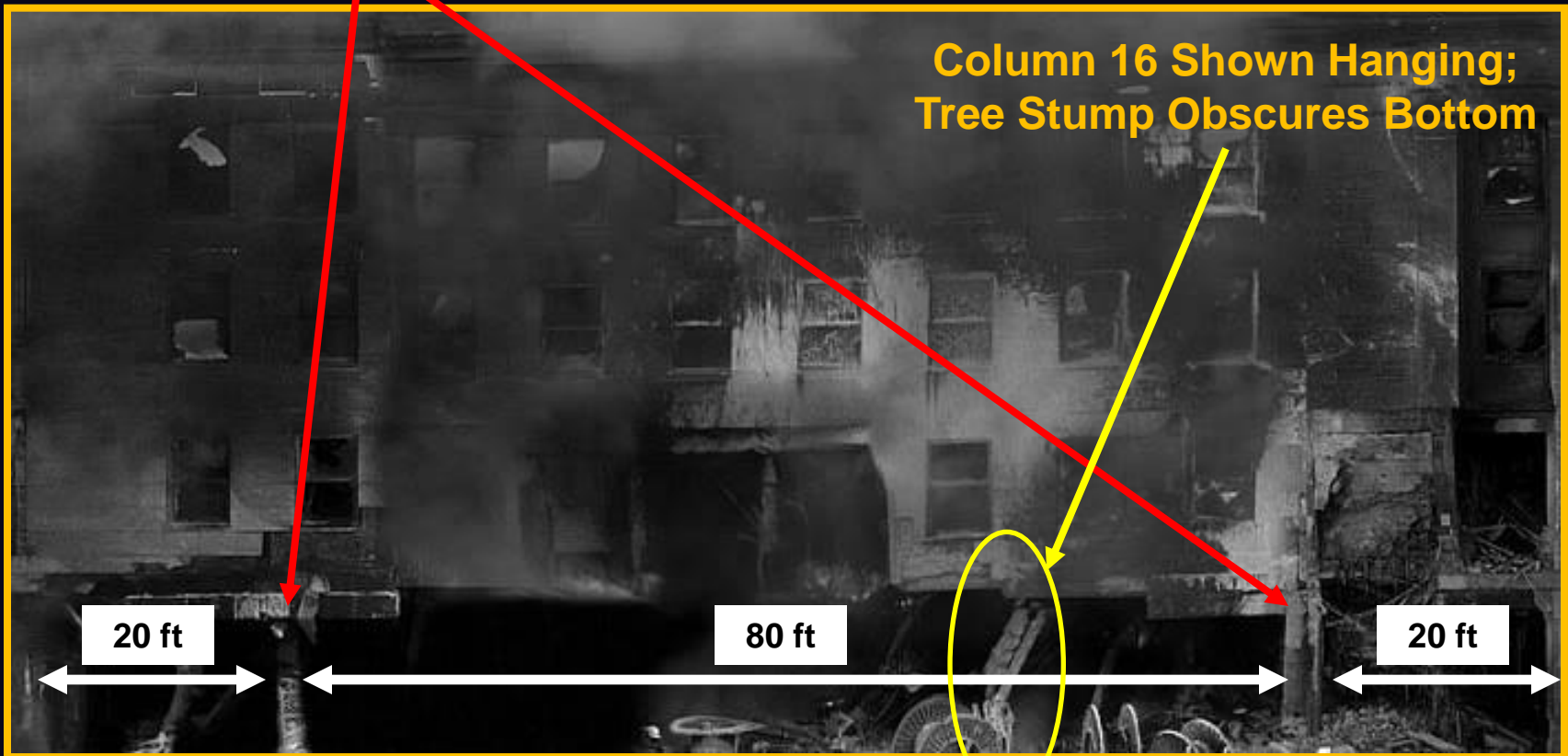
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After Fires Extinguished ~80 ft Opening is Visible On 1st Floor

Intact Columns

Column 16 Shown Hanging;
Tree Stump Obscures Bottom



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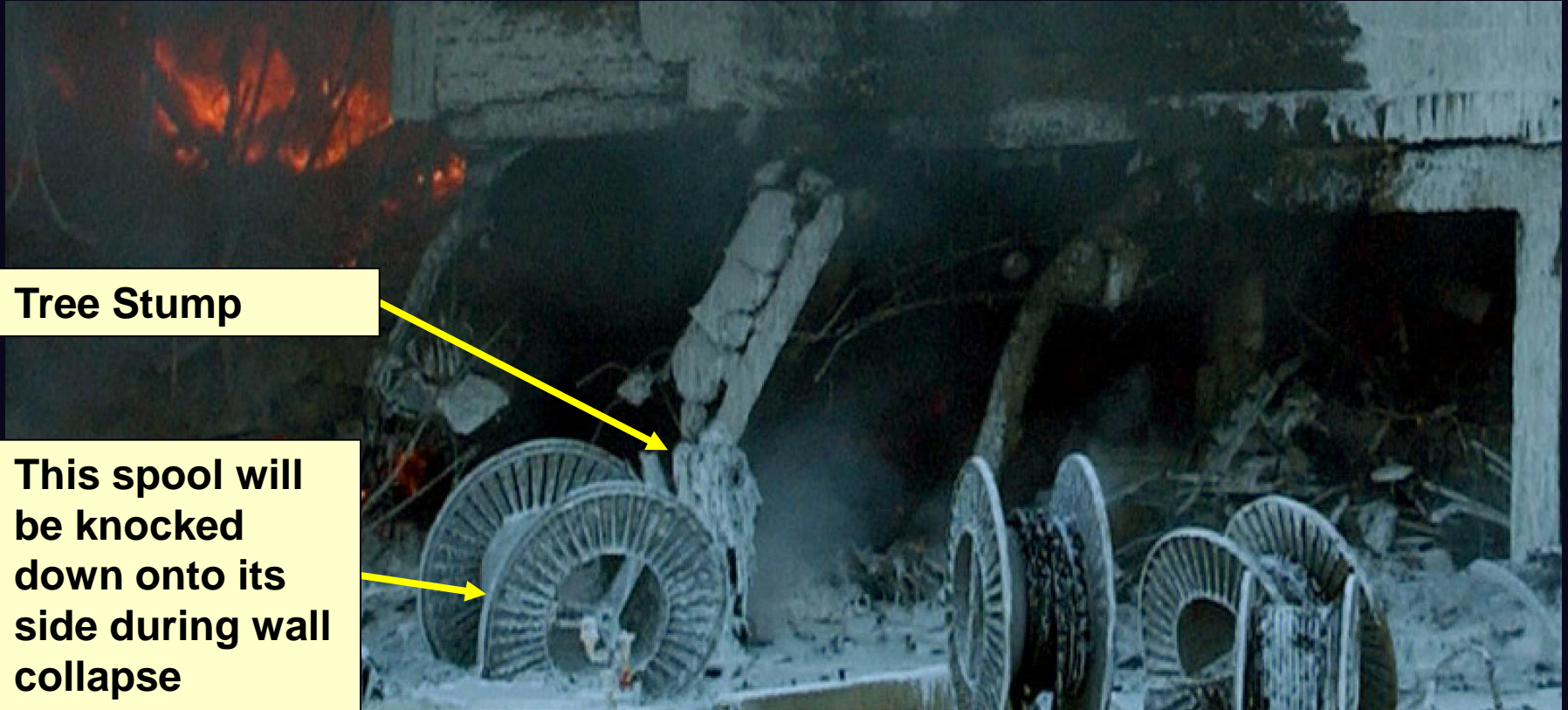


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Columns Are Clearly *Hanging* by Rebar from the Top

Because of questions about whether column 16 continues to the floor slab (thus making the opening only 50 foot), the lower object will be shown to be a stump.



Tree Stump

This spool will be knocked down onto its side during wall collapse



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Column 5G Shown Hanging Seventh Row From Impact Wall

ASCE Report documents the condition of the columns. Column 5G shown
“Disconnected at the bottom” and “Only connected by steel at the top”

COLUMN LABEL	DESCRIPTION OF DAMAGE	PHOTO (IF AVAILABLE)
--------------	-----------------------	----------------------

5G	<ul style="list-style-type: none">• Disconnected at bottom• Severely bent• Only connected by steel at top• Shored	
----	------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------



Post Collapse Image

Photo Taken Approximately Perpendicular to Column 14



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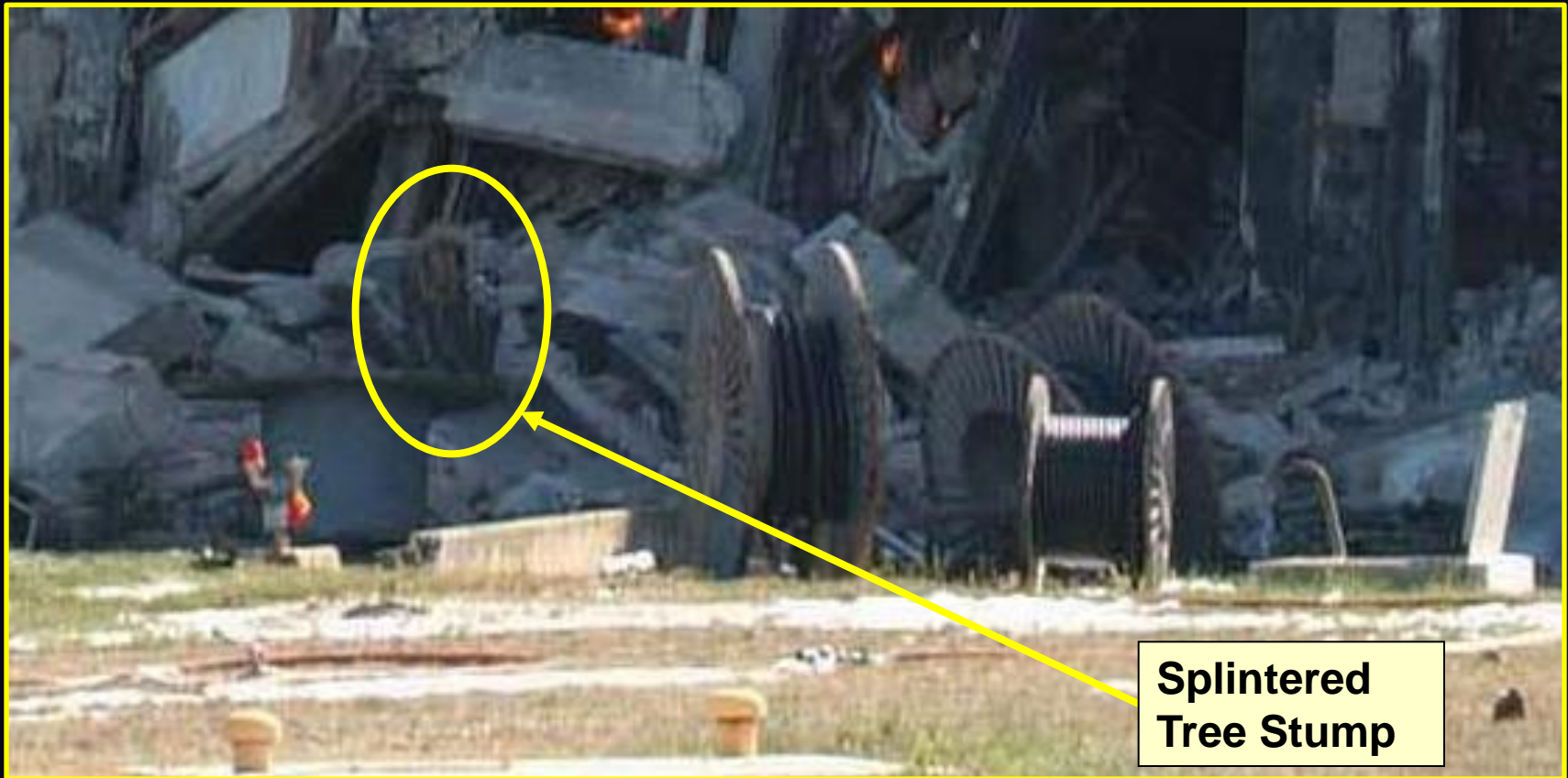


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Zoom-In of Post Collapse Image Showing Tree Stump

Photo Taken Approximately Perpendicular to Column 14



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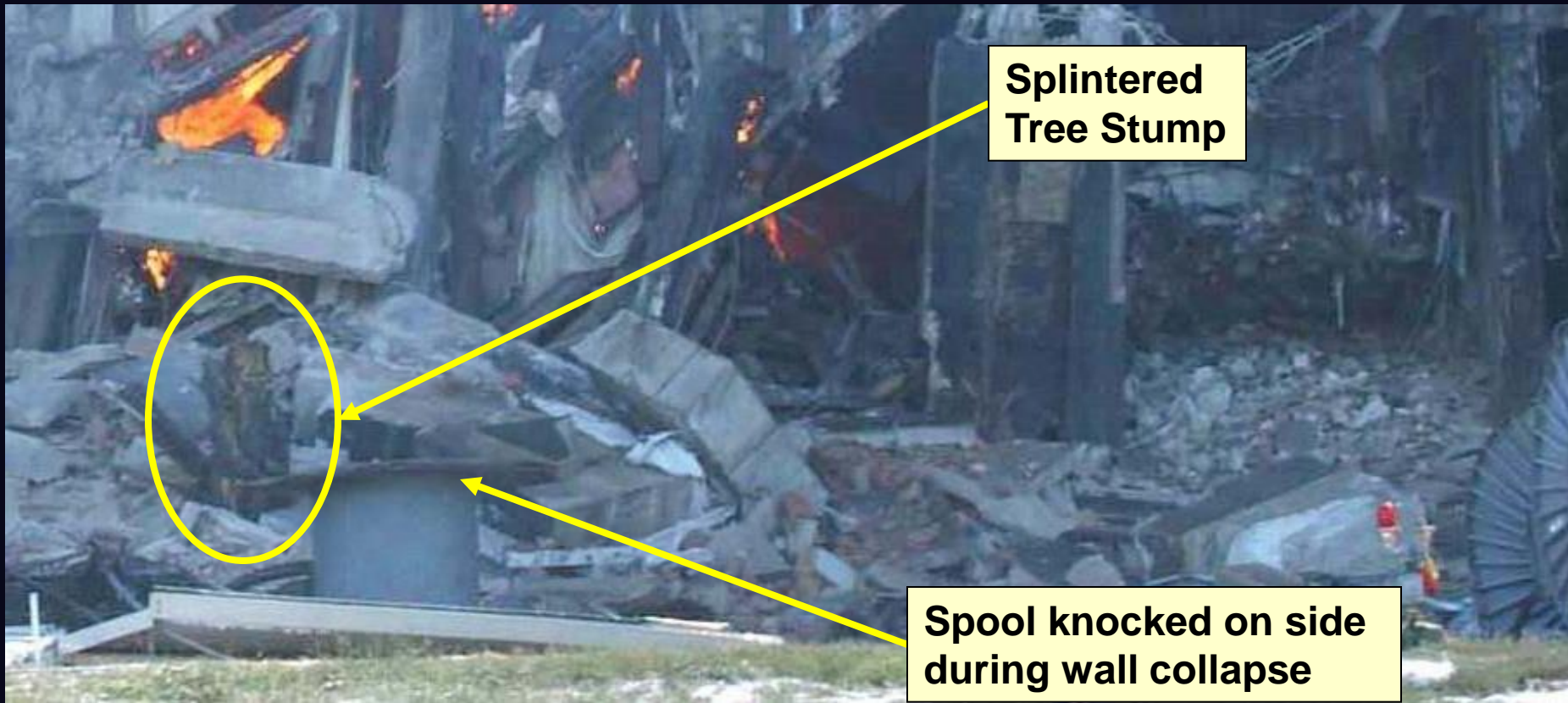


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Post Collapse Image

Photo taken slightly left of previous image (e.g. northwest of Column 14)



Interior Damage Showing Bowed and Missing Columns



**Columns
destroyed and
damaged in
broad swath**

**Columns all
bent in
direction of
plane travel**



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Zombie Myth #3: No Significant Aircraft Debris Visible Outside

- After the fireball, witness said there were “millions” of small pieces of wreckage / debris at and around the Heliport
- Debris also “rained” onto Highway 27, with some falling on the North side of the Pentagon and Fort Myer walking trail
- Virtually all debris to the North / left of the alleged “impact” point of large plane



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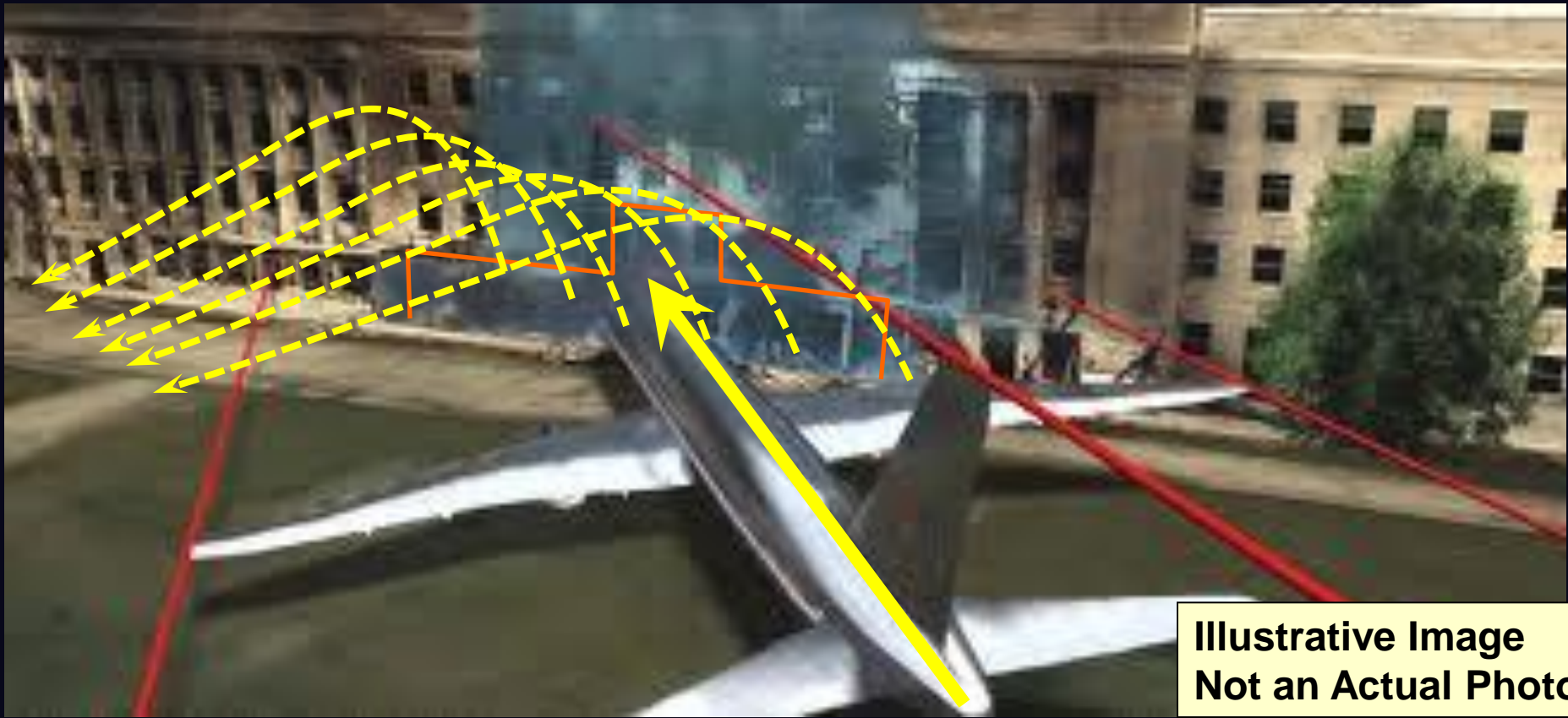


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After Impact and Fireball Debris Traveled Mostly Northward

Because of momentum, debris ends-up traveling northward not southward



**Illustrative Image
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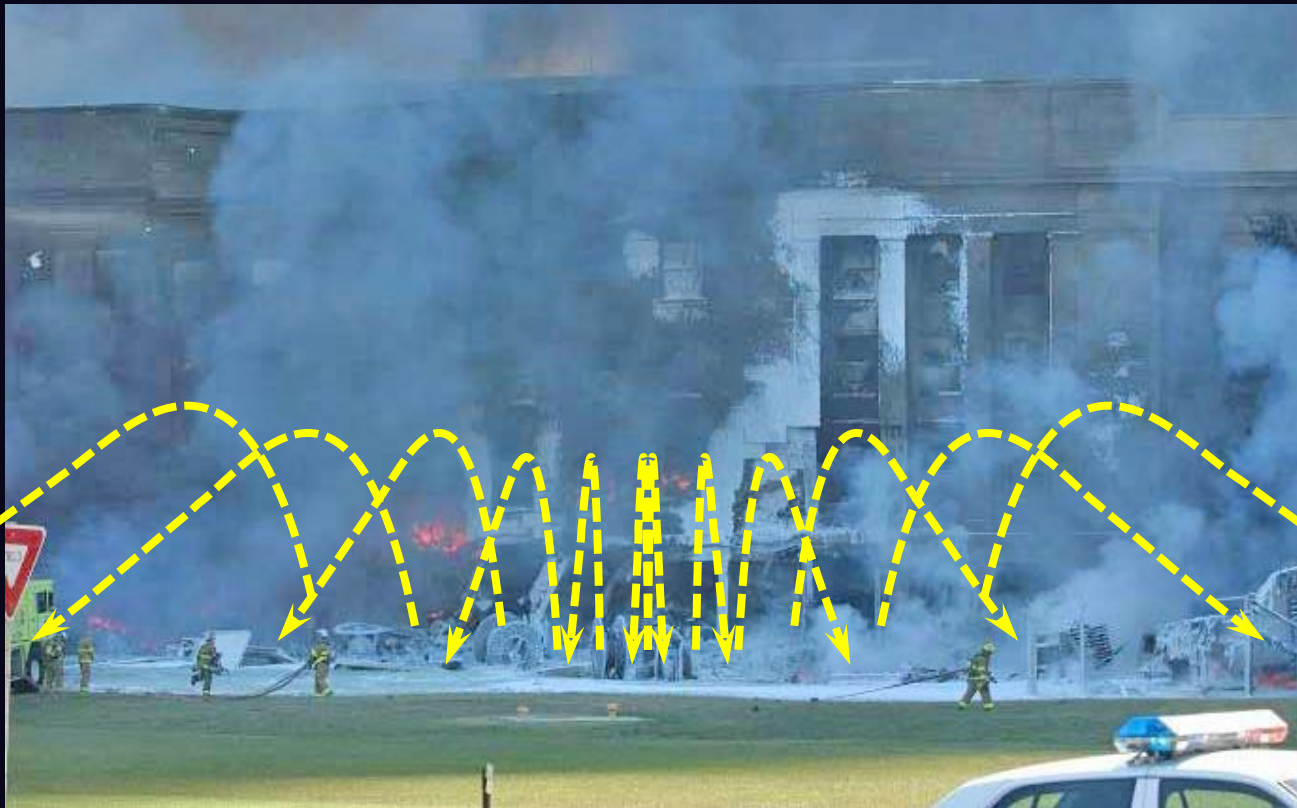


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Explosives Would Eject Debris Uniformly Across Pristine Lawn

No Significant Debris on Pristine Lawn in Front-of and South-of Impact Point.
Tree (or parts of) at Column 16 not visible on “Pristine Lawn”



Debris
to North

No Debris
to South



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Debris on the Heliport

The pristine lawn, seen in most photos, begins to the right of the firefighters.



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Debris on Lawn Looking Away from Pentagon



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Collecting Large Debris Prior to the Afternoon “Lawn Sweep”



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Debris Collection Point After the “Lawn Sweep”



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Zombie Myth #4: Wildly Inconsistent Witness Accounts

- About 180 witnesses on-record near Pentagon
- Details differ, but
 - Most report one aircraft flying toward Pentagon
 - Then an explosion and fireball
- Distant witnesses report a plane impacting
 - Rosslyn and St Bartemus Road
 - No flyover reported



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Pentagon Witness

Mike Walter, USA Today

USA Today's Mike Walter was driving near the Pentagon when he saw an American Airlines jet fly directly into the country's military nerve center.

"I was sitting in the northbound on 27 and the traffic was, you know, typical rush-hour -- it had ground to a standstill."

I looked out my window and I saw this plane, this jet, an American Airlines jet, coming. And I thought, 'This doesn't add up, it's really low.' And I saw it. I mean it was like a cruise missile with wings. It went right there and slammed right into the Pentagon. Huge explosion, great ball of fire, smoke started billowing out.

And then it was chaos on the highway as people tried to either move around the traffic and go down, either forward or backward. "We had a lady in front of me, who was backing up and screaming, 'Everybody go back, go back, they've hit the Pentagon.' It was just sheer terror."

Source: <http://www.cnn.com/2001/CAREER/trends/09/11/witnesses/usatoday.waw>



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Pentagon Witness

Daryl Donley

"I had been driving to work for about 45 minutes in unusually bad bumper to bumper traffic. While I was stopped in traffic, in front of the Pentagon, I heard a loud sound get very loud extremely fast. I ducked down in my car as quickly as I could. I followed the sound as it traveled over me. I looked up to see the entire plane next to my car, through my passenger window a short distance away. I watched the plane fly into the Pentagon. I heard the crunching sound of the plane disintegrating as it slammed into the building at ground level. I screamed as loudly as I possibly could. The plane disappeared into the building as a massive fireball erupted, engulfing one side of the Pentagon; I felt the heat.

I got out of my car. Traffic was completely stopped at that time. Military Police on the north and south end of the roadway in front of the Pentagon were holding traffic in place. I paced back and forth across the road a few times in complete disbelief. I saw one man in the stopped traffic calmly speaking on his cell phone standing next to his car. Another woman near him was screaming hysterically out of control in her vehicle.

As I was pacing, I realized I had all my camera equipment in my car since I was planning on photographing an event later in the day ... As a lifelong photographer, once I engaged with the camera, my instincts took over and I asked myself, 'what will tell the story of this instant?' I continued until the Military Police decided to clear the road."

Source: <https://www.911truthoutreach.org/557-news-releases/436-amazing-first-photos-of-the-pentagon.html>



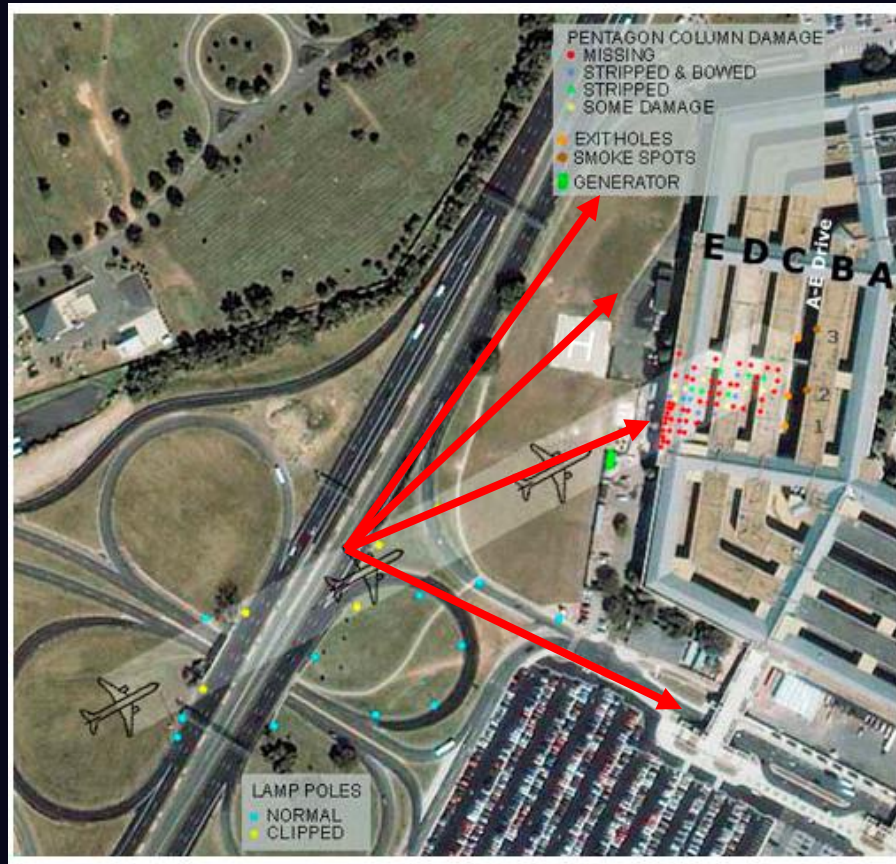
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Daryl Donley Was Just to the Left of Official Flight Path Based on His Photos



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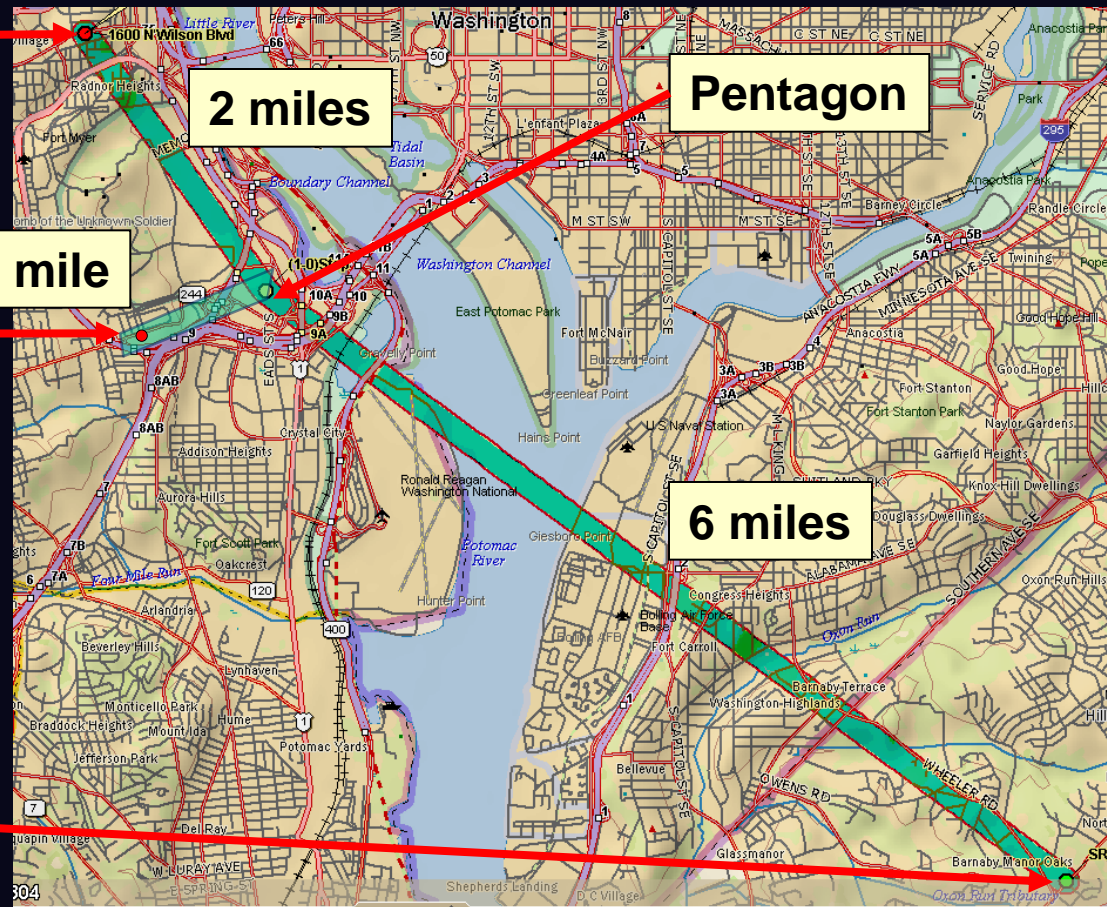
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Location of Remote Witnesses

**Don Wright,
Rosslyn, VA**

**Deb Anlauf,
Pentagon City**

**Don Chauncey,
St Bartemus, Rd,
Temple Hills MD**



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CBS Interview with Don Chauncey (About 6 miles Southeast)

Announcer: Joining us by phone is Don Chauncey. Don, are you there?

Don: Yes I am.

Announcer: You witnessed what happened at the pentagon -- What did you see?

Don Chauncey: From my offices I was able to see a white jet -- Gulfstream type commuter jet -- I guess. It came at a high rate of speed. I could see National Airport's tower from our offices. And it just increased its speed as it got closer to the Pentagon. Then I saw the big yellow ball of fire.

Announcer: And just exactly is your office -- from where are you watching this?

Don: We -- our offices are right off of St Bartimus Road and the Beltway. So I overlook the beltway from my office.

Announcer: Could you tell, Don, did the plane come out of National?

Don: No absolutely not. It appeared to be a US Air commuter jet that Went over the top of our building which is the normal flight pattern -- I guess -- for commuters. And this looked like it was coming -- I guess down Columbia Pike from Arlington -- from down that way. And then picked up a high rate of speed. from my desk right now I can see the Pentagon -- basically where the metro station is and the buses -- I can see that to the right -- but I can't see the south parking area.

Announcer: What is the reaction of others in your office [...]

Source: <https://archive.org/details/cbs200109110912-0954> (at At 36:00 - 38:00)



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ABC Interview with Don Wright (About 2 Miles North)

News caster: (Calling for correspondent John McQuwethy) Then let me go quickly to someone named Don Wright who saw the plane crash into the Pentagon. Don, are you there in Washington?

Don Wright: Yes I am.

News caster: Can you tell us what happened?

Don Wright: Yes. It was about 9:35. I was looking out our 12th floor windows at 1600 Wilson Blvd in Roslyn VA. And I watched this what looked like a commuter plane -- two engine -- come down from the south -- real low -- proceed right on and crashed into the Pentagon.

News caster: Went directly into the Pentagon?

Don Wright: Yes, that is correct.

News caster: Looked like a deliberate act?

Don Wright: Deliberate act sir.

News caster: And can you tell me from which direction it came from Don?

Don Wright: It came from the south

News caster: Came up from the south -- along the river -- across the land.

Don Wright: It came from the south.

News caster: Did you happen to look at your watch? We thought it was just a little bit before 10 o'clock

Don Wright: I was watching ABC News -- watching the Twin Towers -- and about the time I saw the plane -- I watched it come in very low over the trees -- it dipped down -- came down right over 395 and right into the Pentagon.

News caster: Are you fairly sure that it was what we sometimes describe and recognize as a small commuter plane

Don Wright: Yes it was

News caster: Good Don. Thank you very much we appreciate your help. Don Wright an eye witness to the crash at the

Source: <http://youtu.be/7KYE4zViAAg> (at about 1:15:37)



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Deb Anlauf (About 1 Mile South)

Anlauf was watching TV coverage of the Trade Center burning shortly before 9:30 a.m. when she decided to return to her 14th-floor room from another part of the hotel. Once in her room, she heard a "loud roar" and looked out the window to see what was going on.

"Suddenly I saw this plane right outside my window," Anlauf said during a telephone interview from her hotel room this morning. "You felt like you could touch it; it was that close. It was just incredible. "Then it shot straight across from where we are and flew right into the Pentagon. It was just this huge fireball that crashed into the wall (of the Pentagon). When it hit, the whole hotel shook."



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Zombie Myth #5: Ground Effect Forces Plane Hit No Lower Than 4th Floor

- “...The highly energized ground effect region beneath the wings, [...], would prevent the craft from getting any closer to the ground than approximately one half its wingspan while flying at high speed.”
- Neglects downward angle of approach
- Plane above one half wingspan until last 1500 ft
- Within 1500 ft, the ground effect deflects plane's downward trajectory – stays above “pristine lawn”

Source: <http://www.veteranstoday.com/2015/05/01/911-update-more-proof-no-boeing-757-hit-the-pentagon/>



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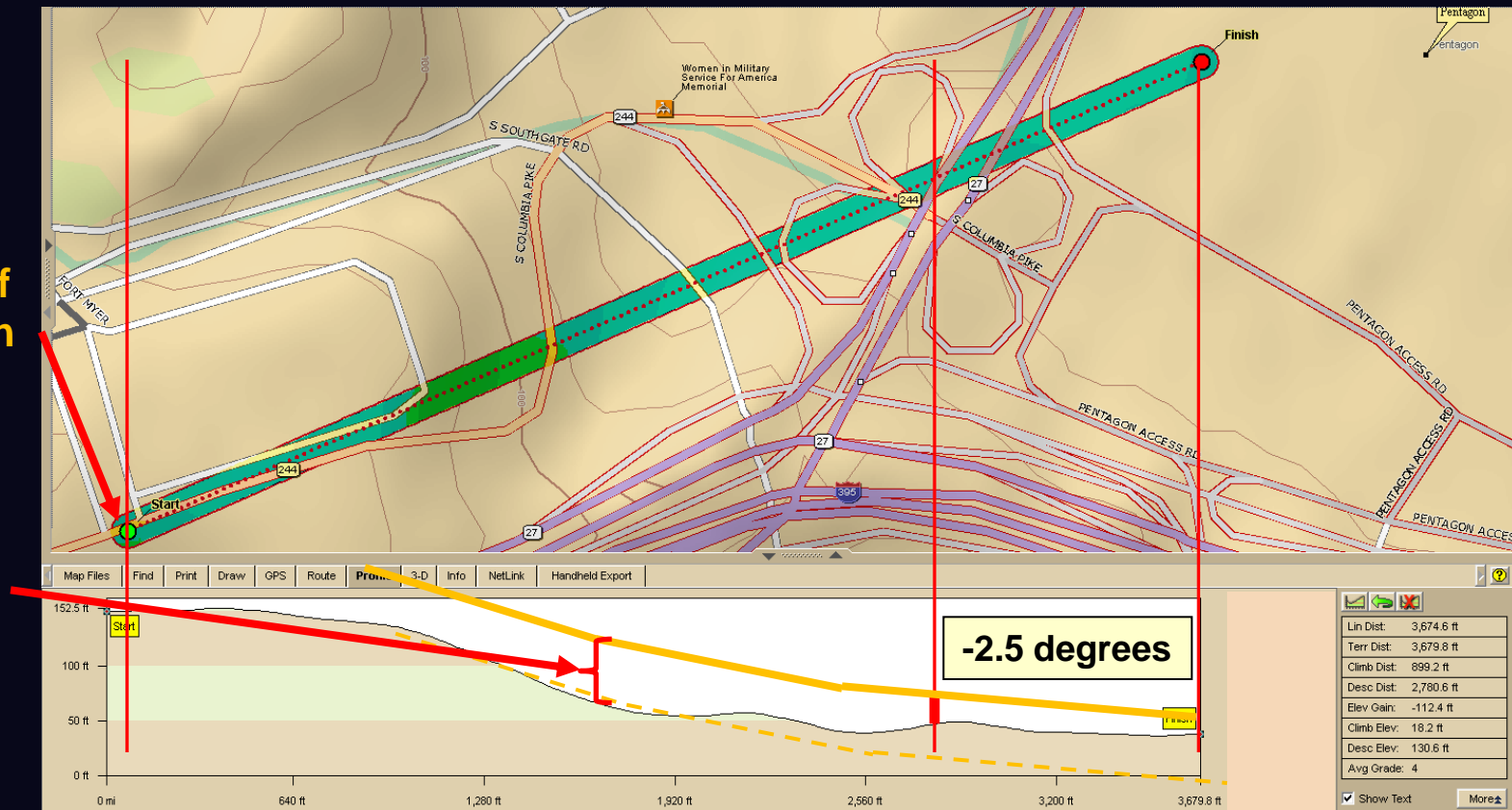
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Ground Effect Creates Upward Lift Forces – Not Downward Barrier

From first light pole to wall; Downward angle of about -2.5 degrees

Virginia
Department of
Transportation
(VDOT)
Antenna

About one
half
wingspan



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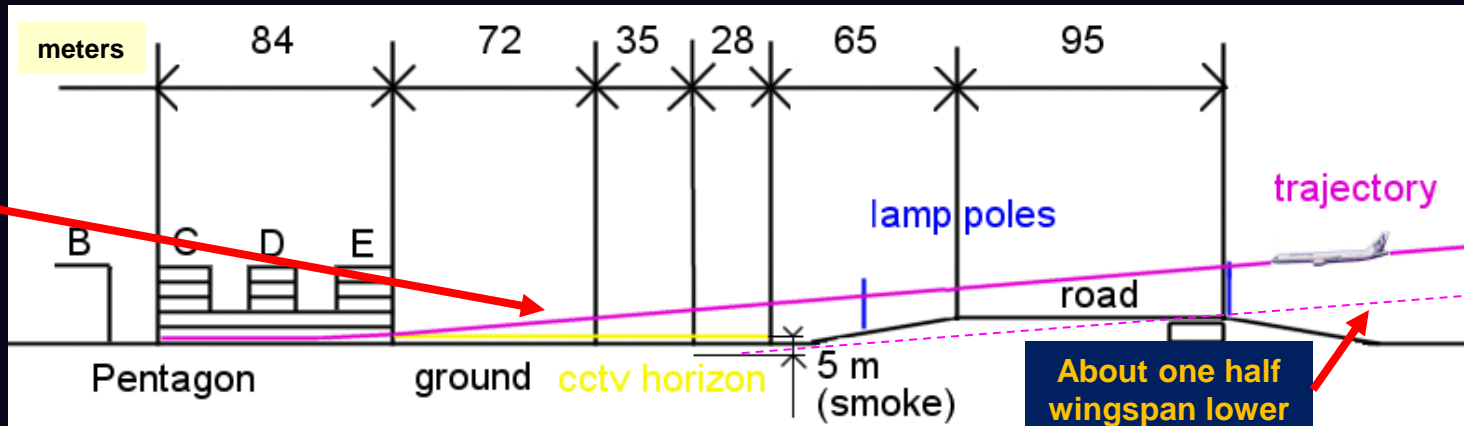


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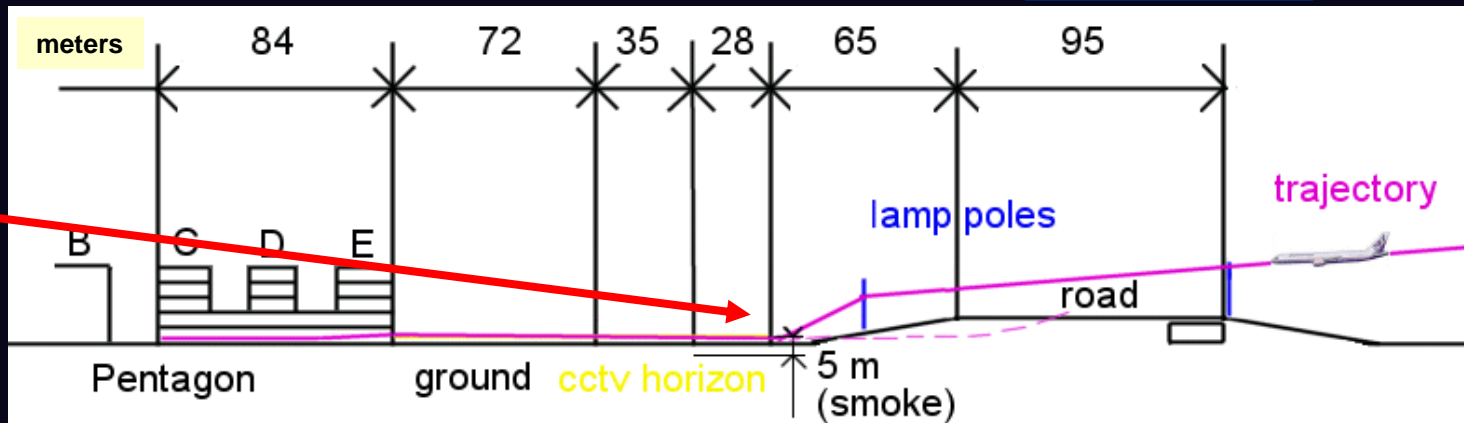
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Ground Effect Less Important Until About 1500 ft Before Impact

Constant glide path has plane well above ground until just before impact.



Five Frame video requires plane to become level immediately after striking light poles.



Source: <http://jpdesm.pagesperso-orange.fr/pentagon/pages-en/im-2ndlev.html>



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Ground Effect Dependent on Topography

The plane, as it neared the building, was descending at an angle, estimates of which range from 1.5 to 6 degrees [...]

The high approach speed at the Pentagon will have increased the ground effect force, and it may well have been severe from the light poles to the Pentagon, but this would have lasted for only about a second, not long enough to greatly deflect the plane, with its huge momentum. **Given the surprisingly low approach, indicated by the fact that the poles were hit, it may well have been this brief burst of ground effect which prevented the plane from crashing before it reached the Pentagon. Prior to the poles the ground effect would have been dependent on the topography and the speed and path of the plane. [...]**

Source: <http://www.journalof911studies.com/volume/2009/WhatHitPentagonDrLeggeAug.pdf>



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Boeing 747 High-speed Low-pass at Airshow: 16% of Wingspan

High-speed low-pass of Boeing 747 shown approximately 32 feet above runway.
With a wingspan of 196 ft; 50% of wingspan is 98 ft.



Source: <https://www.youtube.com/watch?v=zVBhFaToYC0>

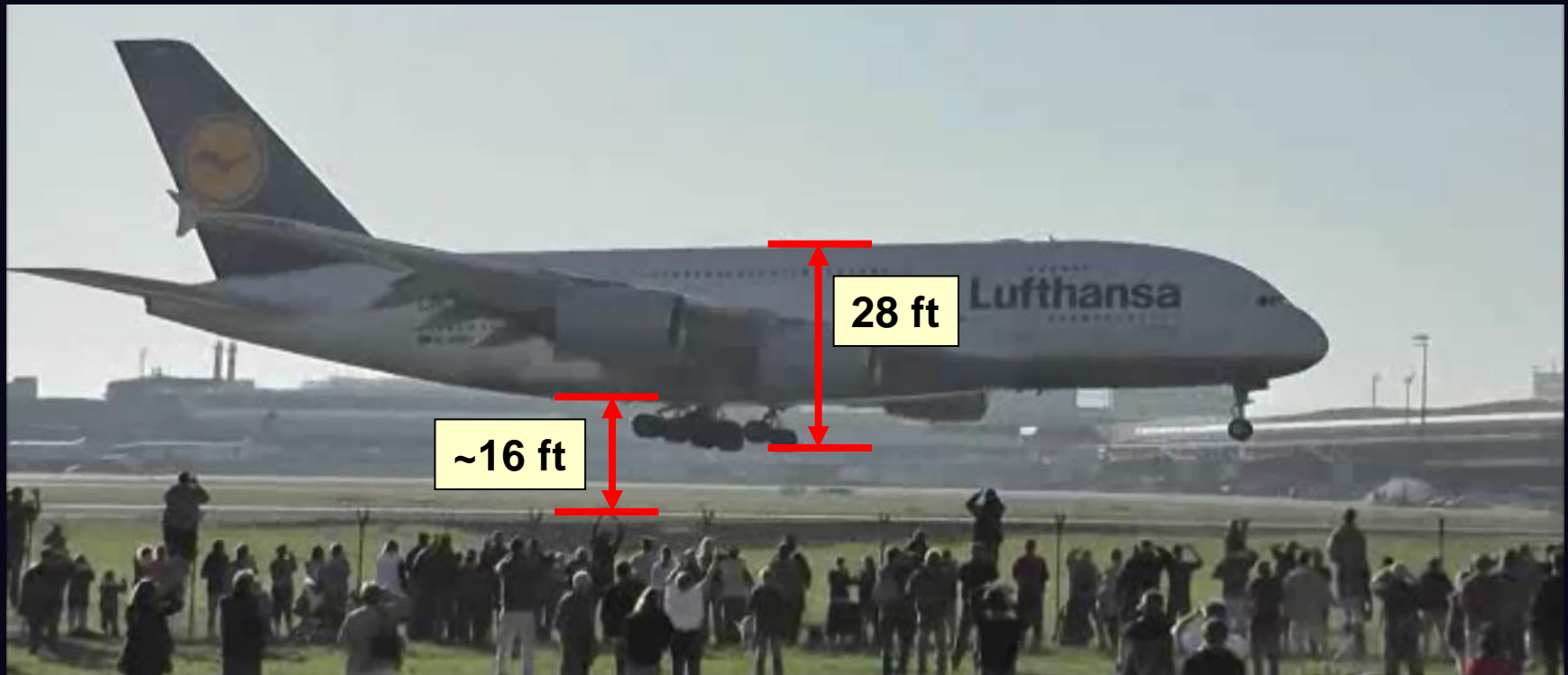


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A-380 High-speed Low-pass at Airshow: 6% of Wingspan

High-speed low-pass of A-380 shown approximately 18 feet above runway.
With a wingspan of 261 ft; 50% of wingspan is 130 ft.



Source: <https://www.youtube.com/watch?v=C7oIVJbaHHc>



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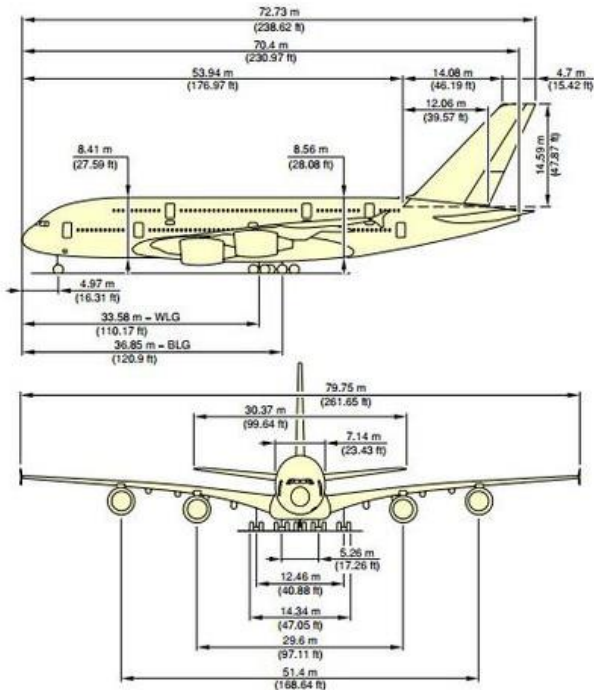
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A-380 and B747 Dimensions for Analysis of Low-pass Video

A380

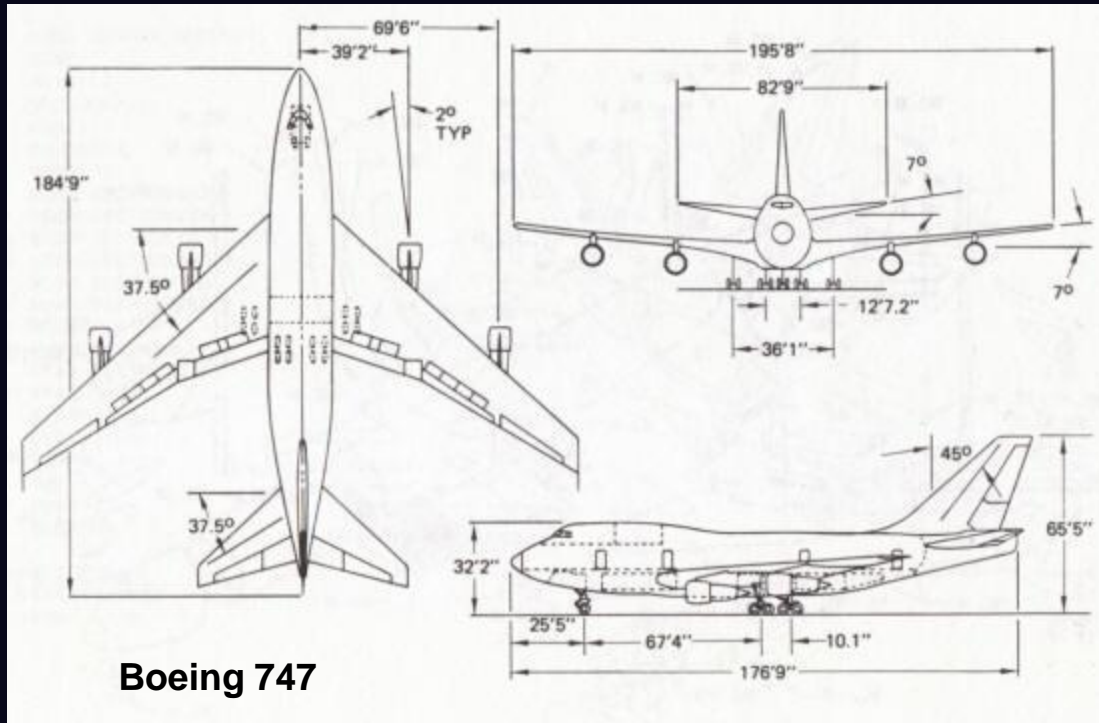
AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

**ON A/C A380-800



NOTE: RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

L_AC_020200_1_0010101_01_02



Boeing 747



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Questions



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Appendix A

ORIENTATION



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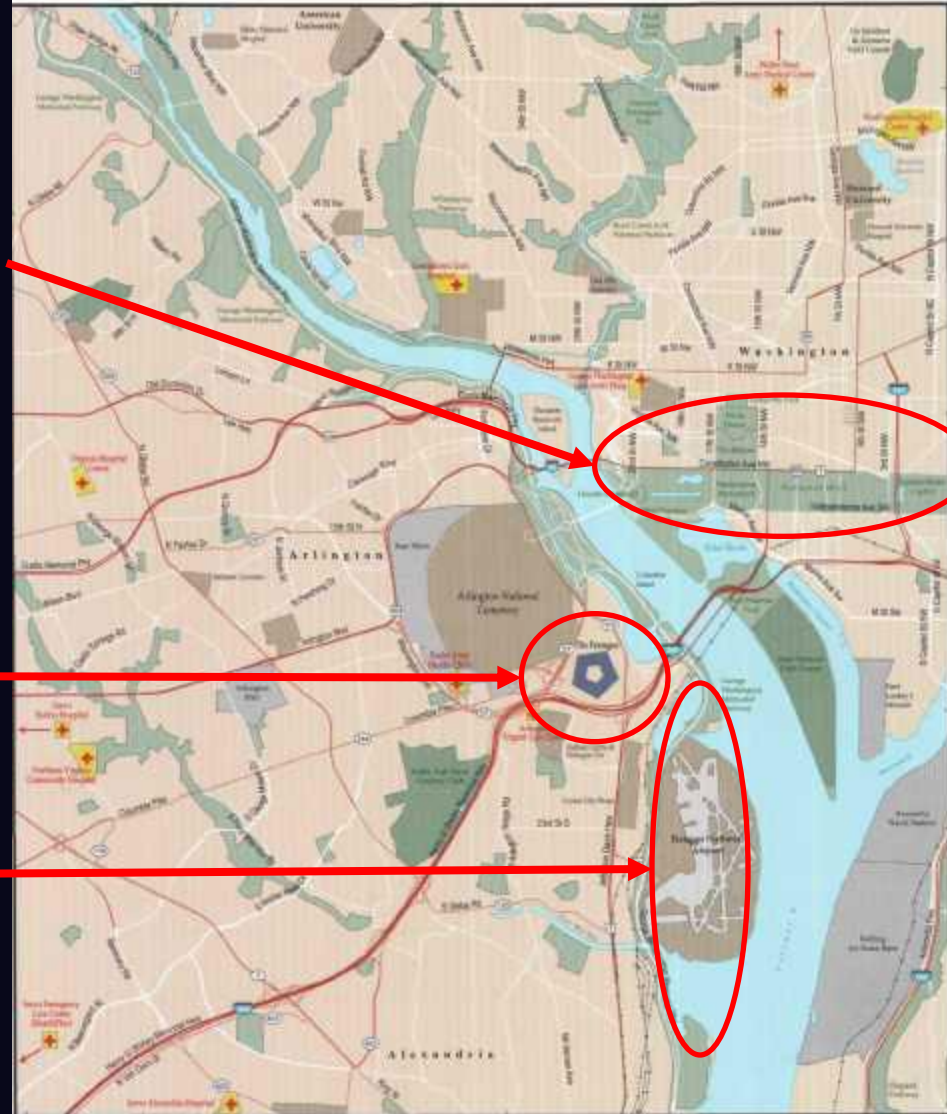
Orientation

Washington, DC
National Mall, White House and Capitol

Pentagon

Reagan National Airport

ROAD SYSTEM AND MEDICAL FACILITIES



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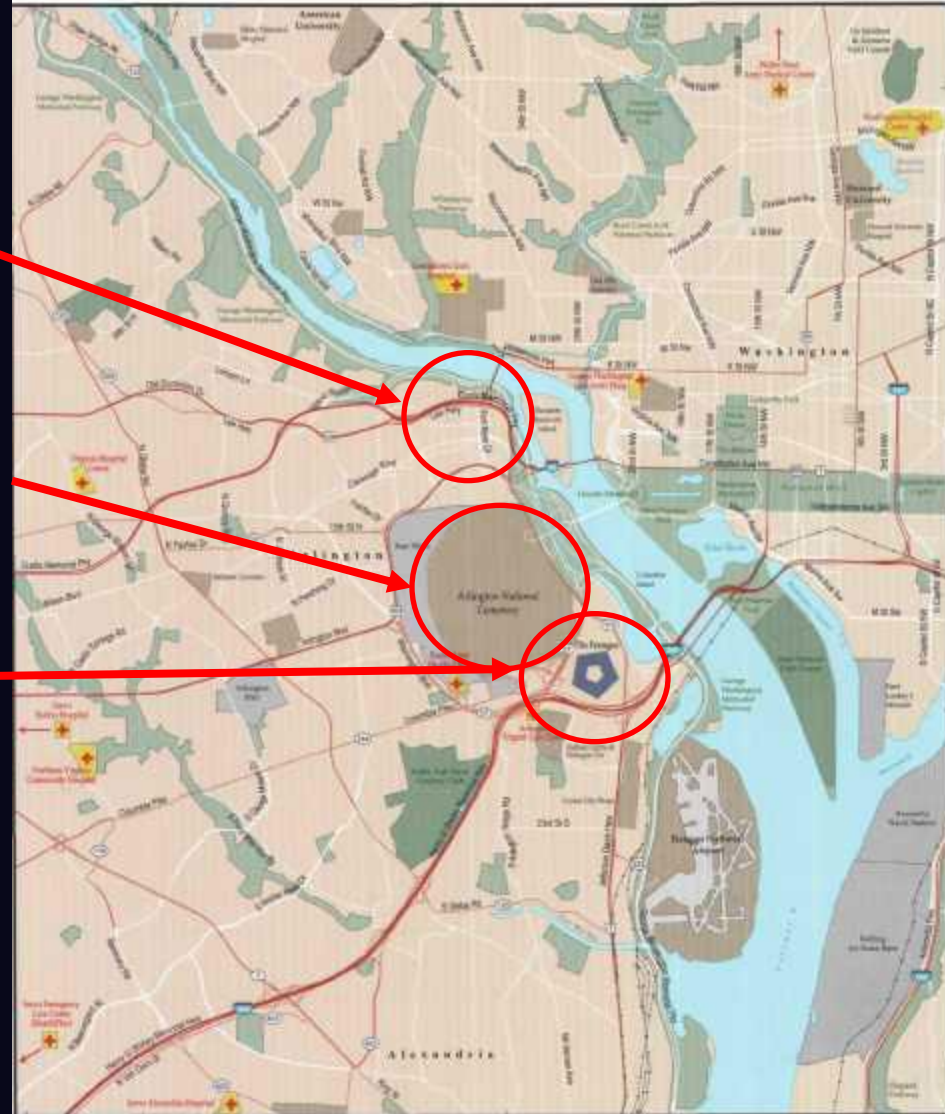
Orientation

Roslyn Area of Arlington, VA

Arlington National Cemetery

Pentagon

ROAD SYSTEM AND MEDICAL FACILITIES



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Route 27
Washington Boulevard

I-395
Henry G. Shirley Memorial Highway

ROAD SYSTEM AND MEDICAL FACILITIES



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Pentagon

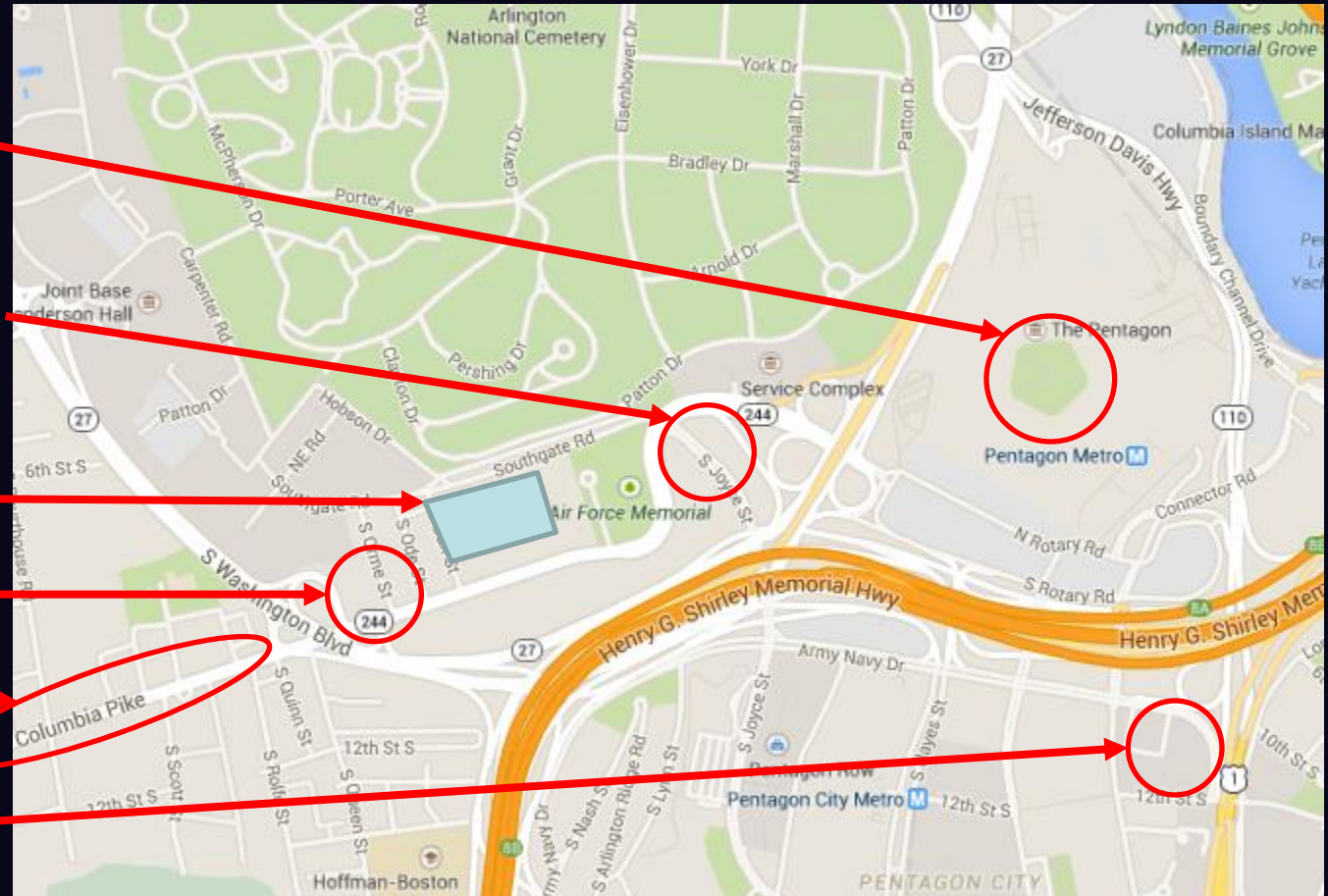
Former Citgo Station

Former Naval Annex

Sheraton Hotel

Columbia Pike

Doubletree Hotel



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AA 77 Flew to Ohio, Then, Allegedly, Returned

Sources: NTSB Flight Path Study, 19 February 2002,
and 9/11 Commission Report.



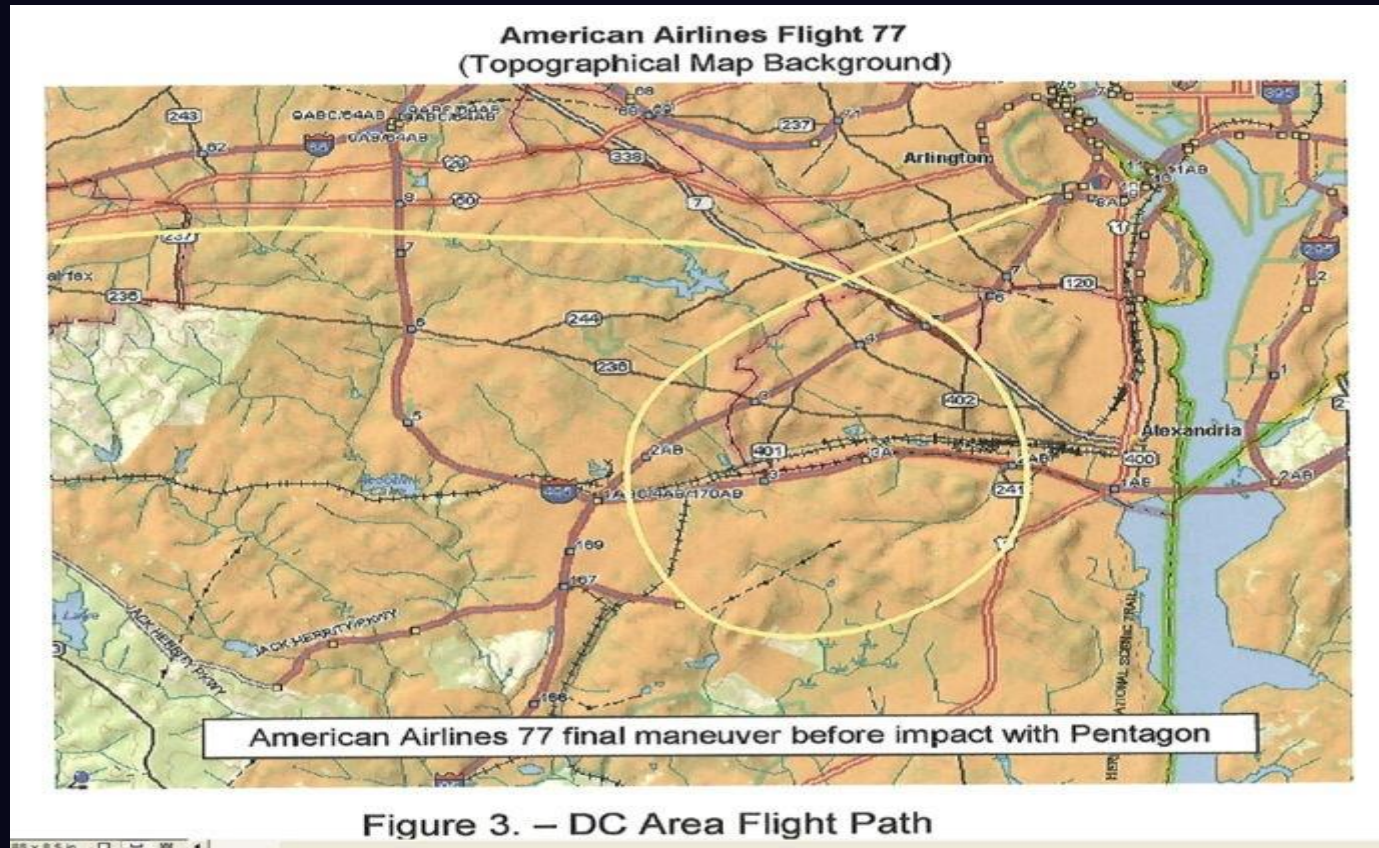
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320 Degree Spiral Descent at Nearly 500 mph



Official Flight Path is Near VDOT Antenna

Pentagon

CITGO Station

Naval Annex

Virginia
Department of
Transportation
(VDOT)
Antenna

Official Descent
Path (south of
CITGO)



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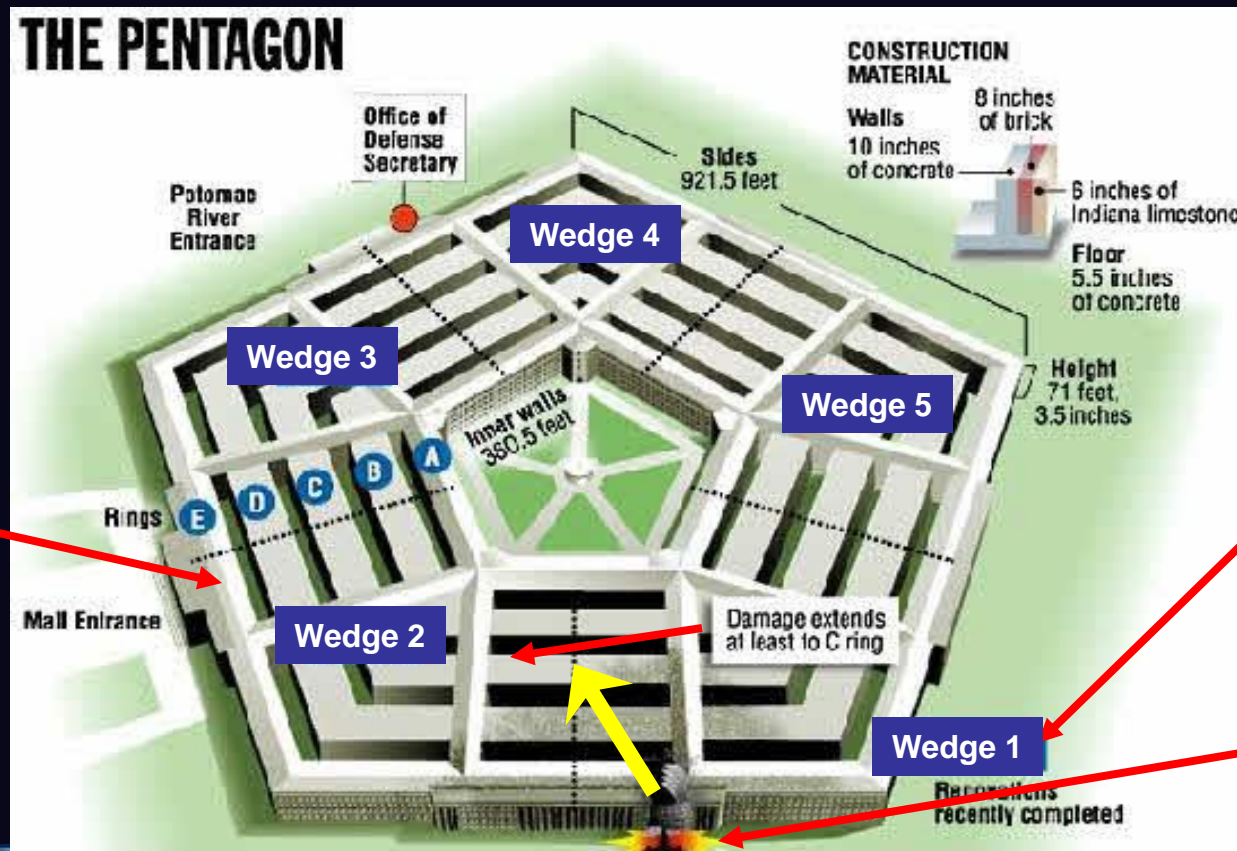


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Pentagon's Rings and Wedges

Only The Wedge One Wall Was Recently Reconstructed



Wedge 2

Wedge 1

Alleged Impact Point

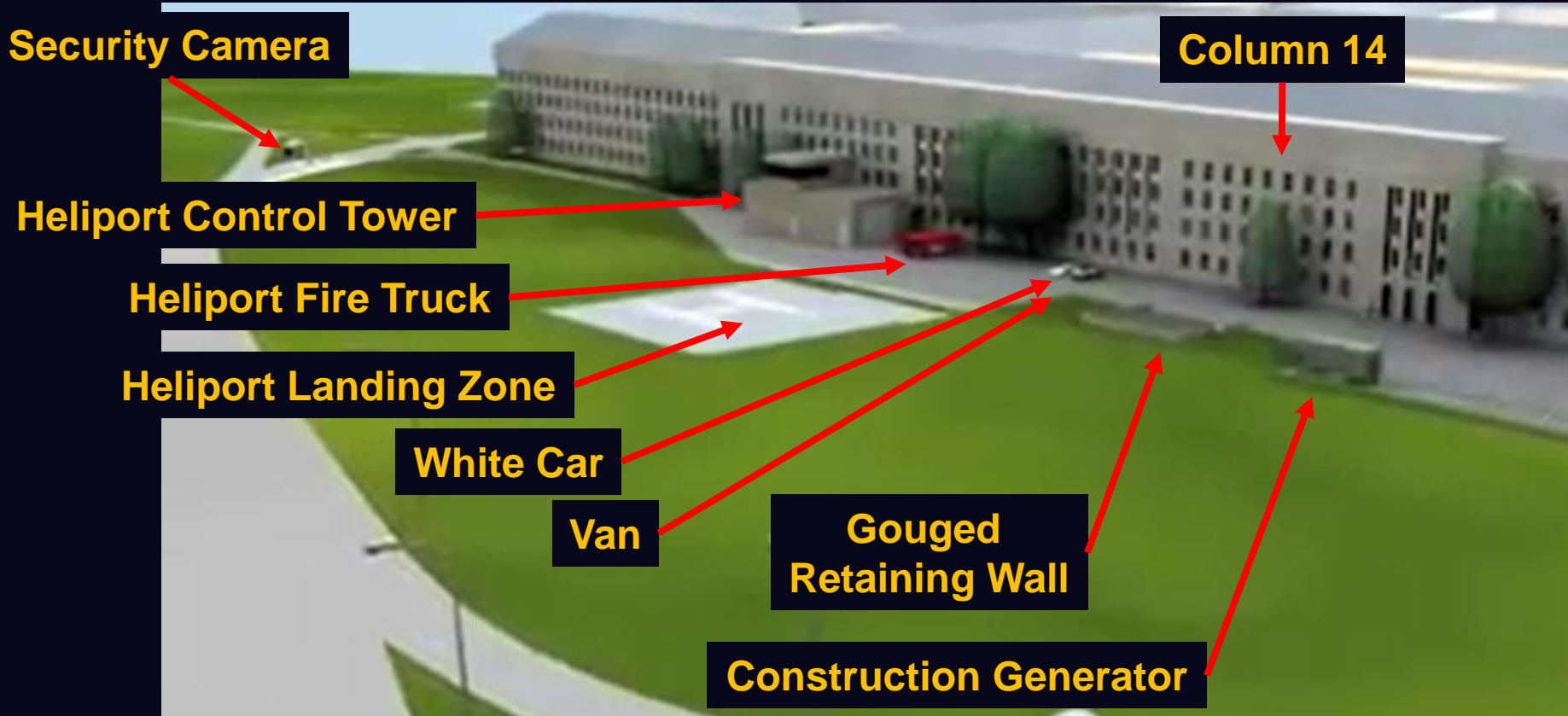


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Pentagon West Face on 9/11



Appendix B

LIGHT POLES



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Hit Five 240-Pound Light Poles

Upper three floors had no significant fire

Unburned areas exposed because of collapse



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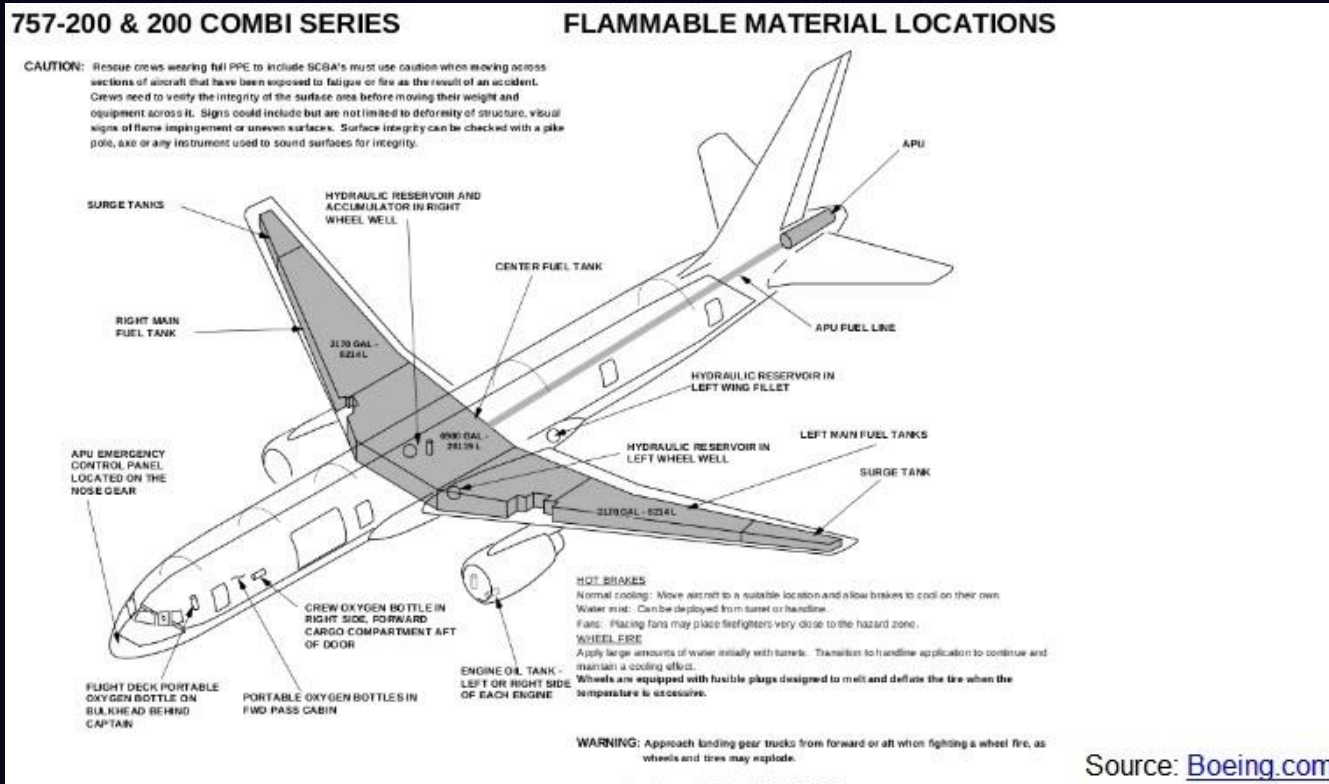


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Estimated 11,250 gal Remained Wing Fuel Tanks Used Last

Wings struck light poles at 400+ mph: tanks could have been breached and fuel would begin leaking out (not explode). Wing ends appeared to remain attached



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NWA 255 Hit a Light Post Wing Section

“... the left wing collided with a light pole in a rental car lot. The collision sheared off a 17-foot section of the outboard left wing.” – FAA Lessons Learned



Source: <http://libraryonline.erau.edu/online-full-text/ntsb/aircraft-accident-reports/AAR88-05.pdf>



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NWA 255 Hit a Light Post

Detroit Metro, August 16, 1987

Flight 255 was at 125 mph and correcting a 'roll' when it struck the light post, continued rolling and remained airborne for 5.2 seconds, traveling about 3000 ft.



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Probable Effect of Momentum

- NWA 255 (slow with unsteady wobble)
 - After strike traveled 2500 ft in 5.2 seconds
- Large plane (fast and steady)
 - After strike, traveled 950 ft in 1.25 seconds
- Momentum could have been sufficient
 - To continue to the Pentagon wall
 - Aerodynamic forces may not have had enough time to change speed and direction



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Appendix C

RECENTLY RECONSTRUCTED WALL



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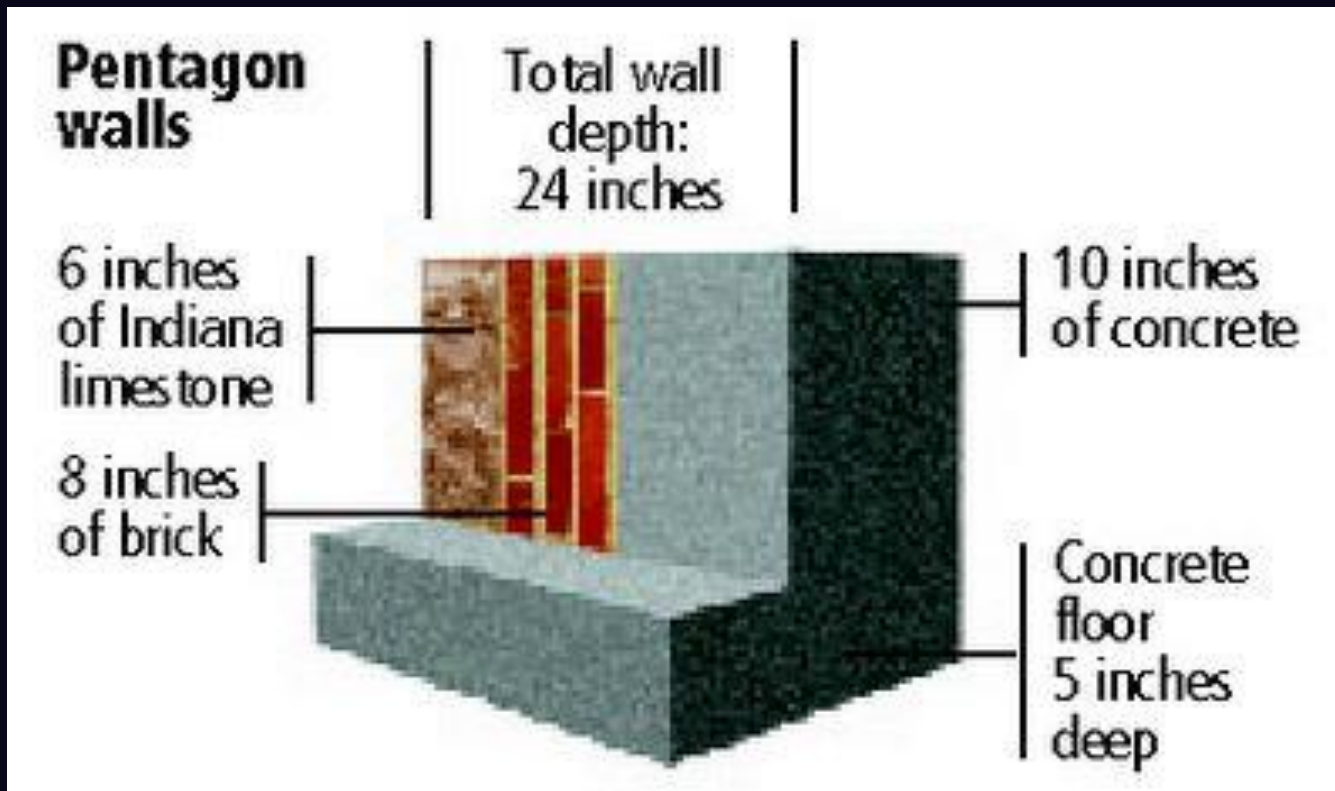


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Recently Reconstructed Outer Wall

Wedge One's outer wall reconstructed with blast resistant windows to withstand a terrorist attack specifically from bomb blasts and high-force lateral impacts



Two-Foot Thick Wall

Protect Occupants from Blast and Flying Glass



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Boeing 757-200: About 110 tons

- Mass of wall
 - 12 ft high opening
 - 80 ft wide contiguous opening
 - 960 sq ft (total wall area)
 - 720 sq ft (of concrete wall)
 - Assuming 25 percent is window space
 - Assuming 267 lb/sq-ft of non-window wall
- 96 tons wall mass
- 400 - 500 mph impact of equal masses



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100 Tons of Wall Knocked Down “Beer Can hitting another Beer Can”

Walls down on either side of intact columns



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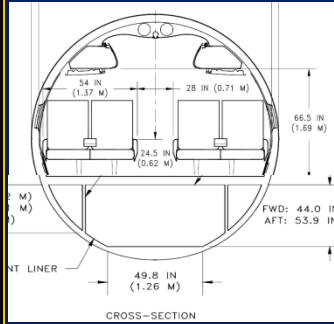
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Most Mass is Below Seat Level

Mass Impacts the First Floor

Impacting mass would be concentrated in the lower half of the air frame, thus concentrating the damage on the first floor

Boeing 757



**Most Mass
and
Structure
is Below
Passenger
Floor**

**NOTE: Photo is
an Airbus A300**



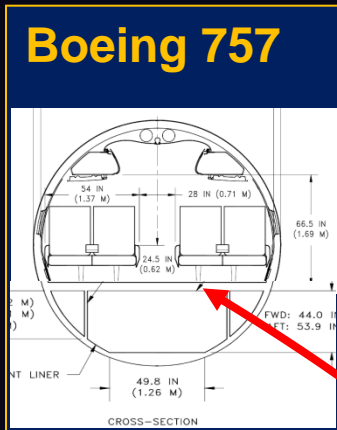
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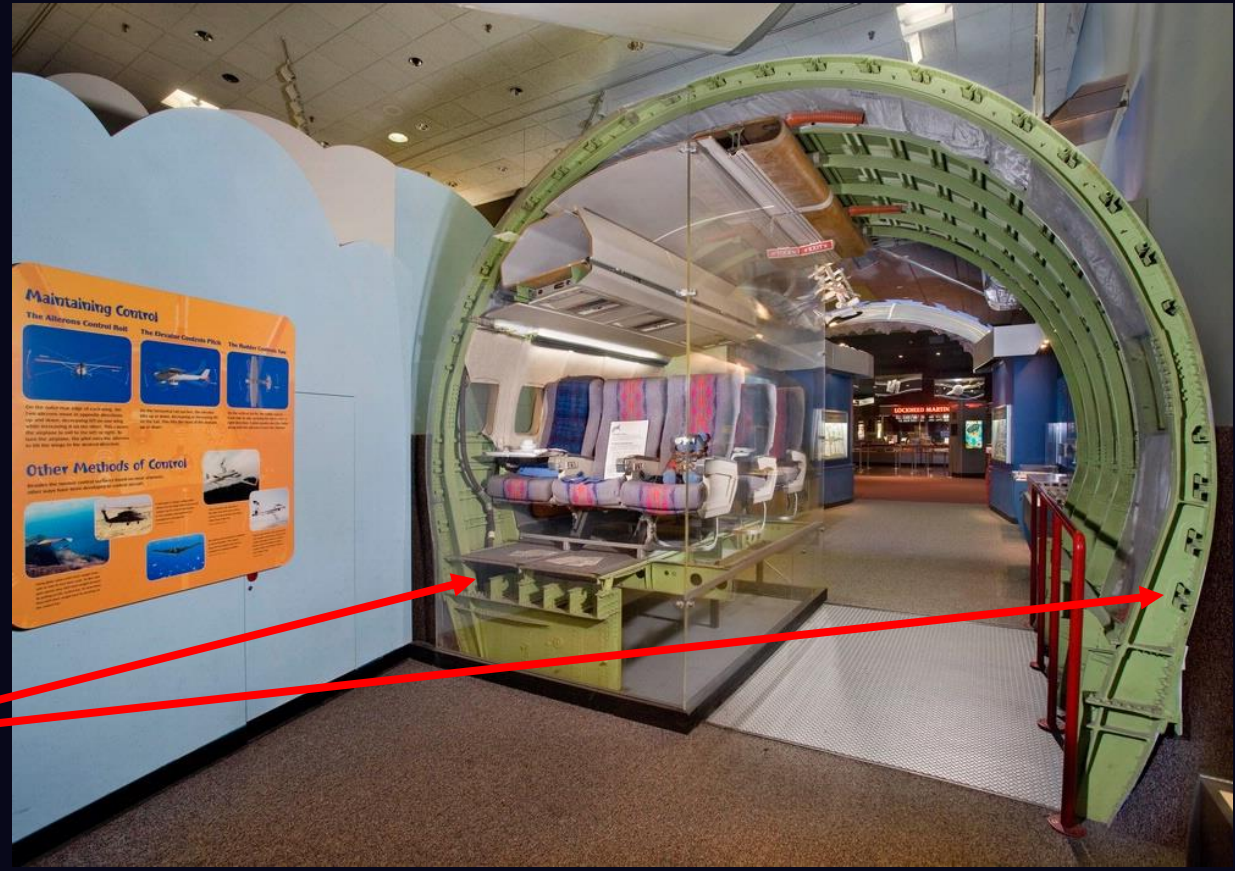
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Boeing 757 Cut-Away Showing Structure in Lower Part



**Most of the
Structure is in
Lower 1/3 of
the airframe**



Source: <https://airandspace.si.edu/explore-and-learn/multimedia/detail.cfm?id=2133>



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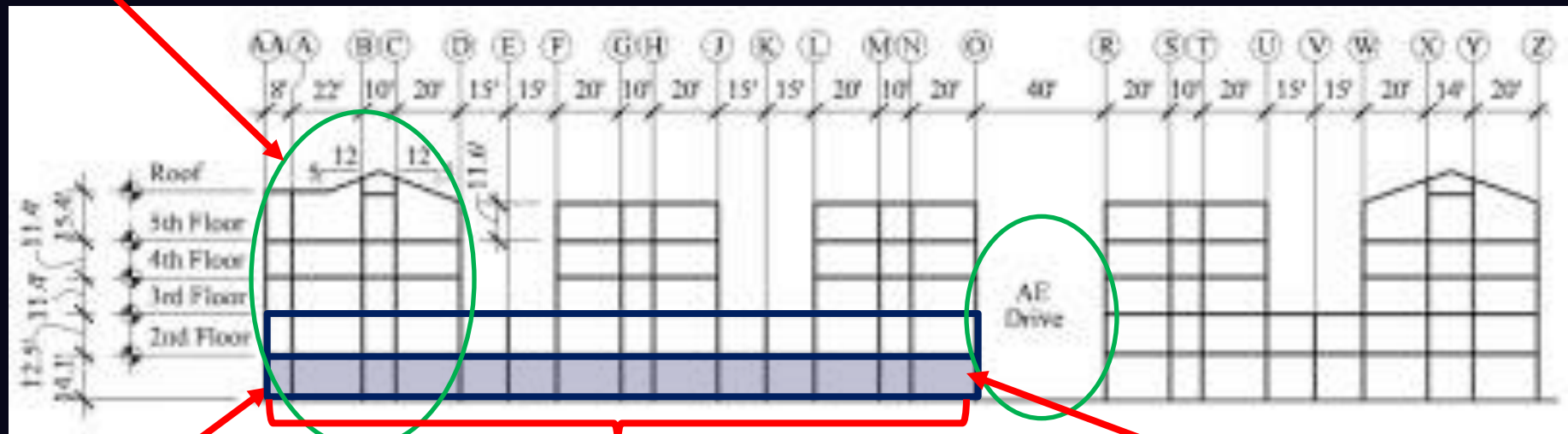
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Cross Section of the Pentagon

5 story
E-Ring
collapses

ASCE Pentagon Performance Report:
Figure 2.9 Transverse cross section through the rings



Recently
Reconstructed
Wall

Contiguous Interior Space
with minimum of two floors

Road at
Grade Level

Exit
Hole(s)



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Appendix D

MEASUREMENTS FOR PENTAGON APPROACH



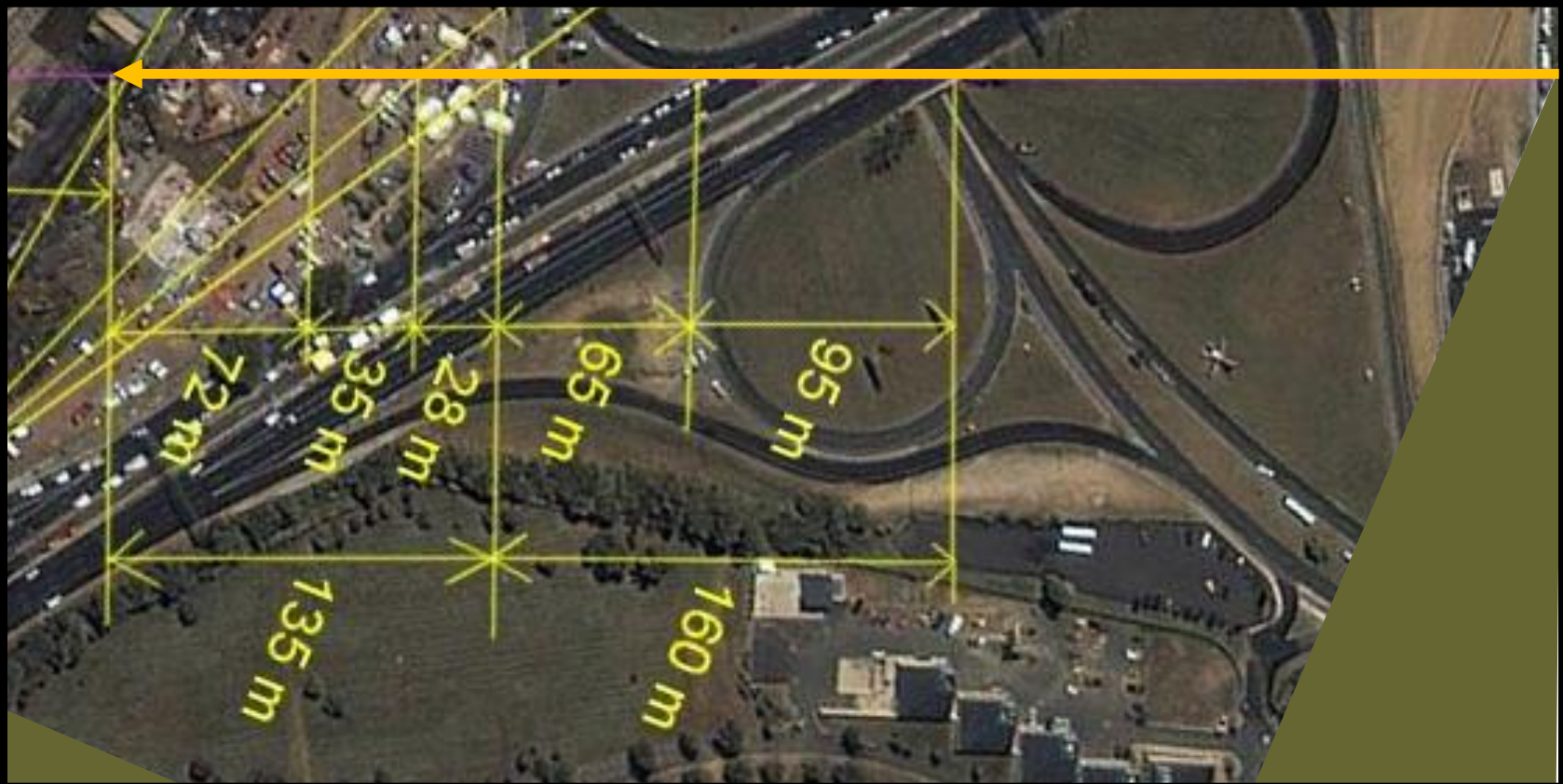
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Measurements For Pentagon Approach



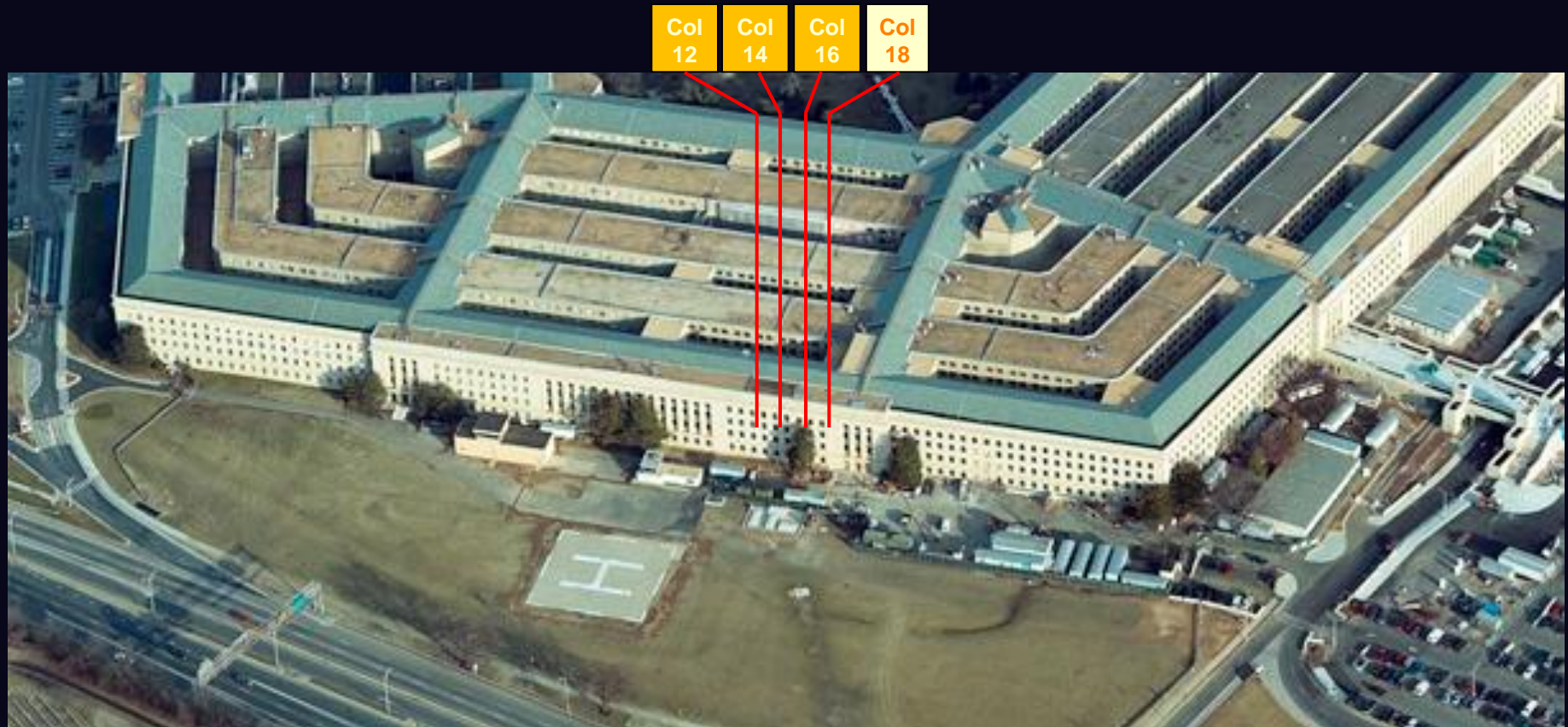
Source: <http://jpdesm.pagesperso-orange.fr/pentagon/pages-en/im-2ndlev.html>



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Tree is slightly to the left of Column 16 (toward Column 15)



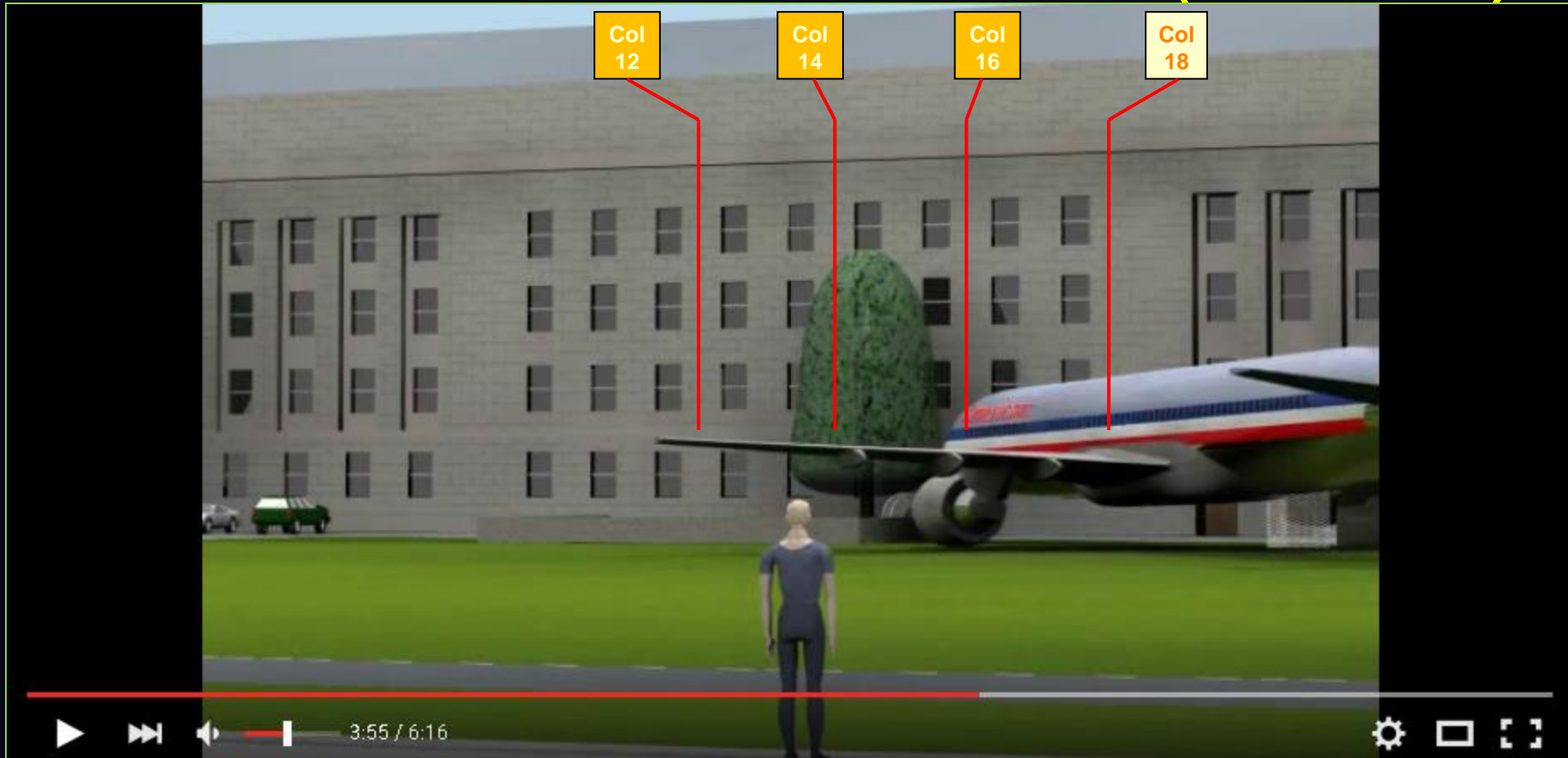
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Mike Wilson's Simulation Has Tree To the Left of Column 15 (Not 16)



Source: <https://www.youtube.com/watch?v=YVDdjLQkUV8> (Mike Wilson 911 Case Study)



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George Aman (Arlington Cemetery) Witnessed South-of-Citgo Flight Path

- His office was on his second floor
 - He had a clear view of the plane approach/impact and light pole impacts
 - Light pole impacts are only associated with the south-of-Citgo flight path
- No references to light pole damage on the north-of-Citgo flight path
- Citizen Investigation Team (CIT) interviewers did not ask any questions about the light poles



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George Aman: Pentagon Impact Center For Military History Interview

“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.”

Source: <http://www.thepentagon.com/neit419> (Page 6 of 21)



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George Aman: Light Pole Impact Center For Military History Interview

“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...”

Source: <http://www.thepentagon.com/neit419> (Page 19 of 21)



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