Pentagon Debate Series

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

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Compiled from research done by many others
9/11 Truth and Other Deep State Crimes Teleconference

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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  – #1 Example of a myth that keeps coming back
  – #2 Pentagon hole too small for a large aircraft
  – #3 No Significant Aircraft Debris Visible Outside
  – #4 Wildly contradictory witnesses
  – #5 Ground effect forces plane to at least 4th floor

• Questions

• Appendix
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)
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
The Tree at Column 16

Tree in front of Column 16 before 9/11

Because there is important news the “free press” isn’t telling you
“Large Plane” Enters the Pentagon at 42 Degree Angle

Tree in front of Column 16 before 9/11
Tree Stump at Column 16

Splintered Tree Stump

Spool knocked on side during wall collapse

Column 18
ZOMBIE MYTHS

Because there is important news the “free press” isn’t telling you.
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
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).

“But there is NO continuing white border to the right of any [letter] ‘n’ on an AA plane”

Source: Pentagon 9/11, Defense Studies Series, Historical Office, Department of Defense (right photo)
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!
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
Not an Actual Photo

Because there is important news the “free press” isn’t telling you
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
- Engine assumed to have gouged retaining wall
- Estimated top of fuselage is 20 ft
- Plane impact angle of 42 degrees not clearly shown in drawing
- Plane outline too far to the left
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.
Witneses Report Engines Hit Retaining Wall and Generator

Because there is important news the “free press” isn’t telling you.
Destroyed Exterior Columns 11-17

Opening Between Column 10 and 18 is 80 feet

Because there is important news the “free press” isn’t telling you

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January 27, 2016
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)

Extrapolated: intersection of columns with floor slab suggests columns rise from under the windows.
Columns 15, 16 and 17
Hanging from Second Floor

Because there is important news the “free press” isn’t telling you
After Fires Extinguished ~80 ft
Opening is Visible On 1st Floor

Intact Columns

Column 16 Shown Hanging;
Tree Stump Obscures Bottom

Because there is important
news the “free press” isn’t
telling you

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January 27, 2016
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.

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Tree Stump

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

<table>
<thead>
<tr>
<th>COLUMN LABEL</th>
<th>DESCRIPTION OF DAMAGE</th>
<th>PHOTO (IF AVAILABLE)</th>
</tr>
</thead>
</table>
| 5G           | • Disconnected at bottom  
               • Severely bent  
               • Only connected by steel at top  
               • Shored       |                      |
Post Collapse Image

Photo Taken Approximately Perpendicular to Column 14

Because there is important news the “free press” isn’t telling you
Zoom-In of Post Collapse Image Showing Tree Stump

Photo Taken Approximately Perpendicular to Column 14

Splintered Tree Stump
Post Collapse Image

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

- Splintered Tree Stump
- Spool knocked on side during wall collapse
Interior Damage Showing Bowed and Missing Columns

Columns destroyed and damaged in broad swath

Columns all bent in direction of plane travel

Because there is important news the “free press” isn’t telling you
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.
After Impact and Fireball
Debris Traveled Mostly Northward

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

The pristine lawn, seen in most photos, begins to the right of the firefighters.
Debris on Lawn
Looking Away from Pentagon
Collecting Large Debris Prior to the Afternoon “Lawn Sweep”
Debris Collection Point After the “Lawn Sweep”
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
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."

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.”

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

Don Wright, Rosslyn, VA

Deb Anlauf, Pentagon City

Don Chauncey, St Bartemus, Rd, Temple Hills MD
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 [...]
ABC Interview with Don Wright (About 2 Miles North)

Newscaster: (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.

Newscaster: 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.

Newscaster: Went directly into the Pentagon?

Don Wright: Yes, that is correct.

Newscaster: Looked like a deliberate act?

Don Wright: Deliberate act sir.

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

Don Wright: It came from the south

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

Don Wright: It came from the south.

Newscaster: 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.

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

Don Wright: Yes it was

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

Source: [http://youtu.be/7KYE4zVlAAg](http://youtu.be/7KYE4zVlAAg) (at about 1:15:37)
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."
Zombie Myth #5: Ground Effect Forces Plane Hit No Lower Than 4<sup>th</sup> 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”

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

Because there is important news the “free press” isn’t telling you
### Ground Effect Less Important Until About 1500 ft Before Impact

**Diagram Description:**
- **Constant glide path:** The glide path has the plane well above ground until just before impact.
- **Five Frame video requirements:** The plane needs to become level immediately after striking light poles.


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<table>
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<th>meters</th>
<th>84</th>
<th>72</th>
<th>35</th>
<th>28</th>
<th>65</th>
<th>95</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pentagon</td>
<td>ground</td>
<td>CCTV horizon</td>
<td>5 m (smoke)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Trajectory:**
- The trajectory is shown from the impact point to the CCTV horizon, indicating the path the plane took.
- The plane is shown at points B, C, D, and E, with the distance of 84, 72, 35, and 28 meters, respectively, measured from the Pentagon.
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. [...]

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
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=C7olVJbaHHc
A-380 and B747 Dimensions for Analysis of Low-pass Video

Boeing 747
Questions
Appendix A

ORIENTATION

Because there is important news the “free press” isn’t telling you
Orientation

Washington, DC
National Mall, White House and Capitol

Pentagon

Reagan National Airport

Because there is important news the “free press” isn’t telling you
Orientation

Route 27
Washington Boulevard

I-395
Henry G. Shirley Memorial Highway

Because there is important news the “free press” isn’t telling you
Orientation

- Pentagon
- Former Citgo Station
- Former Naval Annex
- Sheraton Hotel
- Columbia Pike
- Doubletree Hotel
AA 77 Flew to Ohio, Then, Allegedly, Returned


Because there is important news the “free press” isn’t telling you
320 Degree Spiral Descent at Nearly 500 mph

Figure 3. – DC Area Flight Path

Because there is important news the “free press” isn’t telling you
Official Flight Path is Near VDOT Antenna

- Pentagon
- CITGO Station
- Naval Annex
- Virginia Department of Transportation (VDOT) Antenna
- Official Descent Path (south of CITGO)
Pentagon’s Rings and Wedges

Only The Wedge One Wall Was Recently Reconstructed

Because there is important news the “free press” isn’t telling you.
Appendix B

LIGHT POLES

Because there is important news the “free press” isn’t telling you.
Hit Five 240-Pound Light Poles

Upper three floors had no significant fire

Unburned areas exposed because of collapse
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.
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
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.
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
Appendix C

RECENTLY RECONSTRUCTED WALL
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

Pentagon walls

- Total wall depth: 24 inches
- 6 inches of Indiana limestone
- 8 inches of brick
- Concrete floor: 5 inches deep
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
100 Tons of Wall Knocked Down
“Beer Can hitting another Beer Can”

Walls down on either side of intact columns

Because there is important news the “free press” isn’t telling you
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.

NOTE: Photo is an Airbus A300
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
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)
Appendix D

MEASUREMENTS FOR PENTAGON APPROACH

Because there is important news the “free press” isn’t telling you
Measurements For Pentagon Approach

Tree is slightly to the left of Column 16 (toward Column 15)
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)
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
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.thepentacon.com/neit419 (Page 6 of 21)
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.thepentacon.com/neit419 (Page 19 of 21)