

Flight 77 hits the Pentagon?



News reports about the crash of Flight 77 into the Pentagon that were written in September, 2001 informed us that there were no videos available of the crash. As a result, television viewers never saw the plane hit the Pentagon.

At the end of February, 2002 news about Thierry Meyssan, who wrote the book *The Frightening Fraud*, had reached the USA. His book was available only in French, but an English version of his Internet site pointed out that there is no evidence that Flight 77 hit the Pentagon. Thousands of people around the world looked through photographs and news reports of the crash of Flight 77, and many of us were agreeing with Meyssan. Accusations of a scam began appearing on the Internet.

On 7 March 2002 the military released five images from a video security camera that recorded Flight 77 hitting the pentagon. When the military released this video they proved they were *lying* about not having any video. Obviously they had been keeping this video a secret. I suspect they released the five images in an attempt to counteract Meyssan by showing us that Flight 77 actually did hit the Pentagon, and that it hit very low to the ground. Figures 9-1 and 9-2 are the first two of those five frames. (The military labeled the images "Plane" and "Impact," and they inserted the incorrect time and date in the images.)

There are three important aspects to these two frames.

- 1) **The White Smoke.** The red arrow in Figure 9-1 points to the white smoke from Flight 77. This resembles the exhaust of a missile. A Boeing 757 does *not* leave a trail of white smoke.

Whatever is producing the white smoke is hidden behind the rectangular object in the foreground. It would be more useful to see the

frames before and after this. What a coincidence that the military decided to release the frame in which a large 757 is hidden behind a small object!

- 2) **The Bright Fireball.** In Figure 9-2 the white smoke has dissipated slightly, and whatever produced the white smoke has exploded. The fireball from an airplane crash (or an automobile crash) will be dark orange and full of soot (Figures 4-6 & 4-7), but the fireball at the Pentagon was bright and clean. This implies plenty of oxygen was available; i.e., explosives.

The Pentagon is 23 meters (77 feet) tall. The fireball in Figure 9-2 is perhaps 50% taller than the Pentagon. Since the fireball is a bright yellow at this large size, it must have been even brighter when it was half this size. Why not release *all* of the video frames? So that we can watch the fireball grow?

I suppose the frames preceding Figure 9-2 showed the fireball glowing such a bright white that it looked like 10,000 people were arc welding at the same time!

- 3) **The video is low quality.** Several news magazines printed these video images, and their copies are just as lousy; i.e.; nobody has good quality video. Why did the US military compress the images so severely when they knew people were going to print them? Was it to hide the details?



Figure 9-1 Frame 1 from security video



Figure 9-2 Frame 2 from security video

I put Figure 9-3 together to supplement Meyssan's photos.[†] The giant spools of cable on the grass are useful aids in helping identify which part of the building you are looking at. These spools are in front of the section that collapsed. By the way, somehow the airplane flew past them without hitting them.

The uppermost image (Figure 9-3A) shows the Pentagon only minutes after the crash. Firemen are spraying foam along the ground floor because that is where most of the fire was. (There are five floors in the building).

In Figure 9-3B the fire trucks are empty. The ground floor shows signs of severe damage, but no large holes. The dotted circle underneath the outline of the airplane shows what could be a large hole in the building. In figure 9-3A, however, this area does not appear to be a hole, and compared to Figure 4-1 this does not appear to be a hole from an airplane.

The other dotted circle shows what appears to be a dent in the building. The outer walls on the Pentagon are thick and strong because they were designed to resist attack. Therefore, only something with considerable mass, such as an engine, would be able to create such a dent. Since the object did not penetrate, it must have fallen to the ground. Since the only objects on the ground underneath this dent are small, if an engine made that dent, it shattered into small pieces.

In Figure 9-3C the upper three floors separated along a perfectly straight line, and that caused those upper three floors to tilt downward. The right side remained attached to the building.

Figure 9-3D shows the building after all of the broken material had been removed. The important aspect of this photograph is that the rear portion of the first and second floors are still intact. Only the upper three floors were completely destroyed. This makes it appear as if the airplane hit the building between the 3rd and 5th floor. (The yellow outline of the airplane in Figure 9-3B is at the 3rd and 4th floors.)

The airplane was larger than one floor

The US Military insists that the plane hit the ground floor. The yellow outline of a Boeing 757 in Figure 9-3C show that this is impossible. That outline shows a 757 with the engines touching the grass. The fuselage alone is more than 4 meters

(13 ft) tall, and the section where the wings join the fuselage is even larger. From the bottom of the engines to the top of the fuselage is more than 5½ meters (18 ft). Each engine was 2¾ meters (9 ft) tall. The two human shaped objects in yellow next to the engines show an average sized man and woman. (The firemen appear to be larger than those yellow figures because they are in the foreground.)

The plane would hit two floors even if the plane was perfectly horizontal and even if the engines were sliding along the grass because the cabin and engines were taller than one floor of the building.

Airplanes are not normally horizontal while flying; rather, the nose is usually tilted upward. Figure 9-3A shows a side view with the airplane tilted 5°. This tilting would cause the nose of the plane to hit the 2nd floor, even if the tail was dragging in the grass. The airplane would have to be several feet deep in the dirt in order to hit *only* the ground floor, but photos do not show evidence that the airplane even touched the ground.

Figures 9-6, 9-7, and 9-8 were taken by a passing motorist before the firemen arrived. He focused on an area in front of the helicopter landing pad. (The helicopter pad would be to the left edge in Figure 9-3. The spools of cable at the extreme right edge in his photographs show how to align this photograph with Figure 9-3.)

Fires are everywhere. If the airplane crashed into the section that collapsed, how did all these other areas end up with so many large fires?

Where is the airplane debris?

An empty 757 contains about 60 tons of metal, plastic, and glass. People and luggage added many tons more. Where did all of that debris end up? Although I cropped most of the grass out of these images, there is nothing on the grass that resembles airplane parts, luggage, or human bodies. This implies the entire plane penetrated the building.

Figures 9-3D show that the first two floors are intact at the rear. Therefore, the plane somehow penetrated the Pentagon at the 1st and 2nd floors without destroying the rear of this section of building. Did the plane crumple like an accordion? Or it was shredded into pieces, and by the time the pieces reached at the rear of the building they were too small to destroy it? In either case, Figure 9-11 should show some of the pieces.

The airplane is 155 feet long, which is *much* longer than this section of the building. Look at Figure 9-10 and try to find a way to fit the airplane into the collapsed area. Compare the width of a ring in the Pentagon to the size of the World Trade Center towers (Figure 3-2). The Pentagon had a lot of office space because it had five sets of rings, but each ring was narrow.

[†] I combined two photographs to make Figure 9-3C because one photograph did not show the grass, while another photograph did not show as much of the building. There is a slight mismatch in these two photos, which is why a horizontal line is running across the bottom and why there is a different color to the building along the right side.



A

Boeing 757 Specs
47m long (155 ft)
38m wingspan (125 ft)
4m fuselage diam (13ft)
2¾m engine diam (9 ft)
60 tons when empty



B

Pentagon Specs
5 floors
23m tall (77 ft) at peak of roof
No steel frame; it is a concrete structure.



C

A composite of five Photos from US Military sites



D

Figure 9-3

There is no sign of an airplane

Two pieces of the airplane were discovered!

I am aware of two objects that the military believes are the only pieces of the 757 that were recovered from the rubble. Actually, the military does not even claim the small piece in Figure 9-4 is a part of the 757; rather, they *believe* it is a piece.

The larger scrap of airplane in Figure 9-5 is in the area to the left of the helicopter pad. (The white arrows marked with **1** in Figures 9-6 to 9-8 are pointing to the helicopter pad. The automobile burning in the background of Figure 9-5 is on the helicopter pad.) The scrap in Figure 9-5 is beyond the left edge of Figure 9-8. This implies that the aircraft hit the portion of the building that collapsed, and somehow this scrap was thrown over the helicopter pad.

This scrap is painted in at least three different colors, which implies it was visible to people, such as the outer skin of an airplane. However, it does not look much thicker than aluminum foil, so could it be a part of the exterior aluminum sheeting of a 757? Or did it come from the *interior* of the airplane? That would require the aircraft break apart in such a strange manner that a thin scrap of aluminum from the *inside* was thrown out of the aircraft while every other portion of the aircraft vanished. Is it a coincidence that this piece of 757 resembles the skin on a small drone or missile?

Where are the *thick* pieces of metal from this airplane? How did only two of the most fragile pieces survive? An engine, landing gear, and part of the fuselage survived the crashes at the World Trade Center; why did all parts of the plane vanish at the Pentagon?

Figure 9-5 also shows flames inside the second floor of the Pentagon, but there is no fire below or above that area. How did fires get set in such a strange manner? Lastly, there is a lot of paper debris on the grass behind this aircraft part. Did the blast from the airplane crash cause papers to fly out of the Pentagon? Or did a bomb explode inside the Pentagon?



US military

Figure 9-4 The caption at the military Internet site that has this photo:

“A Pentagon worker holds what is believed to be a piece of the aircraft that crashed into the Pentagon on Sept. 11, 2001”



US military

Figure 9-5

This is a piece of a Boeing 757? Notice how large the blades of grass are next to this thin piece of metal.



Courtesy of Steve Riskus

Figure 9-6 1: helicopter pad 2: area that later collapsed 3: spools of cable

Courtesy of Steve Riskus



Figure 9-7 The white arrows correspond to the same areas as in Figure 9-6 and 9-8.

How did the area by the helicopter pad end up with such serious fires if the plane hit near the spools of cable? If fuel sprayed over there, why didn't the grass get roasted?

Courtesy of Steve Riskus



Figure 9-8 At least two vehicles are burning on the helicopter pad. The plane crashed in the area behind the tree. How did the objects on the helicopter pad catch on fire?

Where is the aircraft debris?

The caption given to the photo in Figure 9-9 by the Navy:

“A fireman stands in front of the exit hole where American Airlines Flight 77 finally stopped after penetrating the Pentagon.”

The fuselage of a Boeing 757 is more than 4 meters (13 feet) in diameter, so it did not pass through this small hole. The engines were $2\frac{3}{4}$ meters (9 feet) in diameter, so *each* of the two engines were larger than this hole. Also, this hole is along the ground. Did a small piece of the plane slide along the ground and then punch this hole in the wall? If so, where are the pieces of the plane that made this hole?

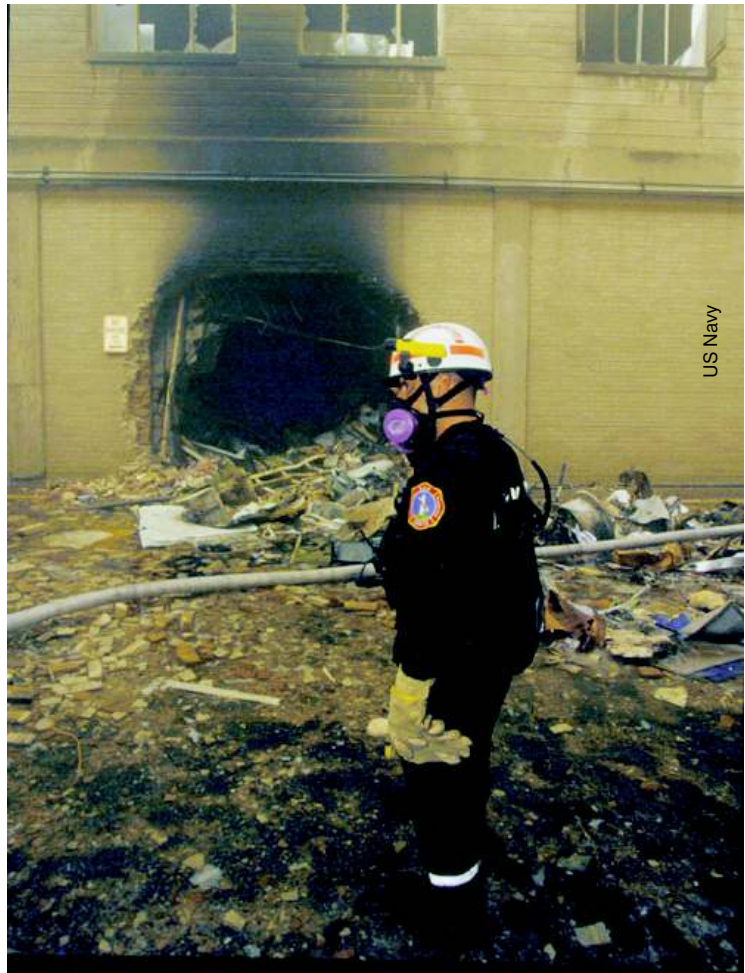
The red rectangle in Figure 9-10 shows the area of the first and second floors that were destroyed. This area can be seen in Figures 9-3D and 9-11. Since Figure 9-9 shows that none of the plane passed through the hole, the entire plane and 64 passengers must have squeezed inside the red area of Figure 9-10.

The terrorists were the World's Best Pilots

The Pentagon is a large building, but it is low to the ground. A 757 is more than half the height of the building if the tail is included in the measurement. The easiest way for the terrorists to hit the building would be while diving down at an angle (Figure 2-6). However, the terrorists decided to hit the building while flying horizontal. More amazing, instead of hitting at the 3rd or 4th floor, which would have been relatively easy, they risked crashing by flying only millimeters above the ground to hit the first floor.

Figures 9-6 to 9-8 show the railings, automobiles, and other objects that the pilot had to fly over. The military expects us to believe the terrorists flew only slightly above the cars along the highway. After passing over the highway the terrorists had only a fraction of a second of flight time remaining, and in that brief time they dropped the plane to a few microns above the grass.

Airplanes do not normally fly horizontal. Rather, the nose is normally tilted up, which means the tail (which the pilot cannot see) would be near the ground while the nose was higher up. For the airplane to hit only the ground floor would require holding the plane perfectly horizontal while skimming the surface of the ground. This can be difficult because airplanes tend to roll and tilt. Also, the aerodynamic properties of the wings change slightly when an airplane is skimming the surface of the land, which makes flying close to ground even more difficult. For the terrorists to fly so low was a tremendous achievement, especially when traveling at 555 km/hour (345 mph), which is the speed the flight data recorder supposedly shows. (The military claims to have



US Navy

Figure 9-9 The US military claims this hole in the Pentagon was caused by Flight 77. Can you see anything that resembles airplane scraps, body parts, or luggage?

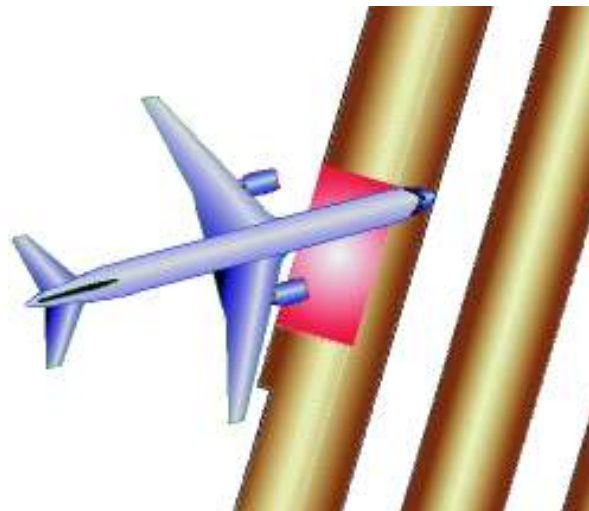


Figure 9-10 The Pentagon consists of 5 rings of buildings, separated by a gap for light and air.

A 757 is **much** longer than the width of a ring. The red area shows the portion of the first and second floor that collapsed (see Figure 9-11) How did the airplane hit the ground floor while destroying **only the red area?**

found the flight data recorder, but the engines, fuselage, and dead passengers are still missing.)

Some witnesses claim that Flight 77 knocked down a lightpost along the highway. However, a broken lightpost does not prove that Flight 77 crashed into the Pentagon; a missile can also hit lightposts. It is possible a person driving by hit the lightpost with his car when he was startled by the explosion.

The pilot's view of the ground from a 757 is not very good, so flying millimeters above the ground would be a tremendous achievement. Actually, I would say it is *absurd* to believe an inexperienced pilot could fly such a plane a few

millimeters above the ground. The flight path of this plane is enough to convince me that no human was in control of it. I think only a computer is capable of flying an airplane in such a tricky manner. If terrorists flew that plane, they would qualify as the World's Greatest Pilots since they did tricks with a commercial aircraft that I doubt the best Air Force pilots could do. (Look closely at Figure 2-9, page 20)

Of course, I could be mistaken, so why not put this to a test and settle this issue? Let's ask the Air Force to fly a Boeing 757 as close to the cars and grass as the terrorists flew. And top military leaders should be inside the plane to show us that they truly believe it is possible.



US Military

Figure 9-11 The rear portion of the first and second floor are still intact, which means the entire plane should be in the rubble the workers are scooping up. That rubble should contain two giant engines, 3,500 kilograms of human body parts, 200 airline seats, hundreds of suitcases, and **57,000 kilograms** of aircraft pieces. Teeth usually survive fires so – with about 2000 teeth in that rubble – certainly some teeth should have been discovered. The military goes to extremes to recover dead soldiers, but did they make any effort to recover Flight 77?

The CIA drones

The CIA has unmanned aircraft, referred to as “Predator drones,” which are capable of firing missiles (Figure 9-12). This came out in the news on February 10, 2002 after the CIA sent one of these drones towards a group of suspected terrorists in Afghanistan and the drone fired a missile at them (it turned out that the missile killed only ordinary Afghans). Figures 9-13 to 9-15 are a few other drones the USA has developed

The CIA is *not* a military organization, so why does the CIA have such weapons? The US military has drones, also, but as of September 11, 2001, they were *not* capable of firing missiles. Rather, they were used for surveillance. This means the CIA had more advanced weapons than the US Military.

The CIA has a secret budget, and obviously they have been spending some of their secret money on advanced military weapons. Is it possible that the CIA is out of control? Is it possible they have other weapons we do not yet know about?

Is it a coincidence that the terrorists were flying a giant passenger plane in the same manner that a small Predator flew in Afghanistan? Is it a coincidence that the Pentagon security camera (Figure 9-1) shows the 757 producing white smoke, just like a missile, and exploding, just like a bomb, thereby resembling the Predator that fired a missile at people in Afghanistan?

On September 12 the *Washington Post* reported:

But just as the plane seemed to be on a suicide mission into the White House, the unidentified pilot executed a pivot so tight that it reminded observers of a fighter jet maneuver. The plane circled 270 degrees to the right to approach the Pentagon from the west, whereupon Flight 77 fell below radar level, vanishing from controllers' screens, the sources said.

If the *Washington Post* is correct:

- 1) The airplane made a turn so sharp that it would be difficult for such a large, unmaneuverable airplane.
- 2) The plane was headed towards the White House. I did not realize the significance of that until Steve Koepfel (the former Air Force pilot mentioned in Chapter 2) pointed out that if the plane had flown anywhere near the White House it would have been seen by thousands of tourists with cameras. Certainly one of them would have taken a photo of a commercial airplane flying low and making tricky maneuvers. I am not aware of any photographs of this airplane. Flight 77 was invisible from Ohio to the Pentagon (Figure 8-6).

The terrorists hit an empty part of the Pentagon

Supposedly the terrorists made a 270° turn around the Pentagon before hitting it. By coincidence, the terrorists decided to hit a section that did not have many people in it so casualties were much lower than if they had hit elsewhere. They crashed into a section that was being renovated, so the people who normally worked there had been sent to other offices.

The Pentagon is supposedly the largest office building in the world, so there could have been thousands of deaths. What a coincidence that the terrorists did not hit a section of the building that was full of people. What a coincidence the terrorists did not hit Rumsfeld's office.

How rapidly did the fireball expand?

The date and time is displayed in the lower left corner of the five frames of video that the Pentagon decided to let us see, although the time is incorrect by about 32 hours (Figures 9-1 and 9-2). The time is shown only to the nearest second, but I suspect the real video has IRIG time code recorded on an audio track, in which case the military could precisely identify each frame.

The first and second frames have identical times. The first frame shows the building before the plane hit. The second frame shows a fireball that is at least 50 percent taller than the pentagon. This means that within 1 second the plane crashed and a fireball grew to a height of at least 30 meters (100 feet).

If we could see the frames between those two we could estimate the rate at which the fireball expands. This would let us determine whether the fireball was from jet fuel or an explosive. Jet fuel fireballs, as with automobile fireballs, do not expand very quickly. By comparison, the fireball from an explosive can expand at an enormous rate.

Why does the Pentagon restrict us to only five frames of video? Why not allow us to see the entire video? Television news channels showed the video of the planes hitting the World Trade Centers at least 2 million times during September. Why not broadcast the video of this plane crashing into the Pentagon at least *once*?

I think the Pentagon refuses to release the entire video because it would show a small object flying close to the ground, with white smoke pouring out the rear of it, and then it would show the fireball expanding so quickly that even “ordinary” Americans would realize that it was from an explosive.

If the video proves that a 757 hit the building then the Pentagon officials are *idiots* for keeping the video a secret. Their secrecy is allowing conspiracy rumors to run wild.

The suspicious behavior of the US Military officials is evidence that they are involved in this scam. Besides, they lied about not having video of the crash, so why should I trust

US Army



Figure 9-12 A Predator drone

Northrop Grumman



Figure 9-13 A Northrop Grumman X-47A

NASA Dryden



Figure 9-14 A Boeing X-45A

Northrop Grumman



Figure 9-15 A Global Hawk

them on other issues? How many times does a person have to lie to *you* before you question his other remarks?

If it looks and acts like a drone...

When an airplane has all the characteristics of a drone, it probably was a drone. America has a variety of drones that could have been used to hit the Pentagon. Some of these drones look similar to commercial aircraft, while others look like they belong in a science-fiction movie. If the Global Hawk (Figure 9-15) were painted to look like an American Airlines plane, it would certainly fool some people when it flew by at 350 miles per hour.

Which witness do we believe?

Witnesses always offer different details to an event, but the people who saw Flight 77 hit the Pentagon seem to disagree with each other more than “normal.” Some of the witnesses who saw Flight 77 may be involved with the scam, while others may have been fooled by a drone. An example of the confusing testimony is this from the *Australian Broadcasting Corp.*:

“I saw this large American Airlines passenger jet coming in fast and low,” said Army Captain Lincoln Liebner. Captain Liebner says the aircraft struck a helicopter on the helipad, setting fire to a fire truck.

He saw Flight 77 but, unfortunately, he saw it hit a helicopter on the helicopter pad, not the section of the building that collapsed. (Figure 9-8 shows the helipad.)

An example from the *Washington Post*:

Steve Patterson, who lives in Pentagon City, said it appeared to him that a commuter jet swooped over Arlington National Cemetery and headed for the Pentagon ...

He said the plane, which sounded like the high-pitched squeal of a fighter jet...

The plane, which appeared to hold about eight to 12 people...

He supports the theory that a small drone hit the Pentagon. That same article has another person suggesting a drone or missile:

“We heard what sounded like a missile, then we heard a loud boom,” said Tom Seibert, 33, of Woodbridge, Va., a network engineer at the Pentagon.

Tim Timmerman, in this *CNN* interview, also supports the drone possibility:

...it didn't appear to crash into the building; most of the energy was dissipated in hitting the ground, but I saw the nose break up, I saw the wings fly forward, and then the conflagration engulfed everything in flames.

...I saw the airplane just disintegrate and blow up into a huge ball of flames.

There is no evidence that the plane hit the ground; the grass is in perfect condition. Timmerman may have seen a missile that exploded before it hit the Pentagon, creating the illusion that it hit the ground. Figure 9-2 also suggests the missile exploded before it hit the Pentagon.

From Joel Sucherman, an editor for *USA Today*:

“It was coming in at a high rate of speed, but not at a steep angle--almost like a heat-seeking missile was locked onto its target and staying dead on course.”

He points out that the airplane was flying very fast but was not diving towards the Pentagon. The behavior of the airplane reminded him of a heat-seeking missile that had perfect control of the aircraft and knew exactly where it was going, not a human pilot who had his hands on a steering wheel and was looking out the window to figure out where to crash the airplane.

Two explosions at the Pentagon?

Some witnesses reported hearing two explosions:

“I heard two loud booms - one large, one small,” said Lisa Burgess, a reporter for Stars and Stripes newspaper.

And from the *Washington Post*:

“I heard a plane. I saw it. I saw debris flying. I guess it was hitting light poles,” said Milburn. “It was like a WHOOSH whoosh, then there was fire and smoke, then I heard a second explosion.”

The first explosion was the missile, so perhaps the second was a bomb inside the Pentagon. Something caused a portion of the Pentagon to collapse, and since it does not appear to be due to an airplane crash, it must have been due to explosives that were placed inside the building.