

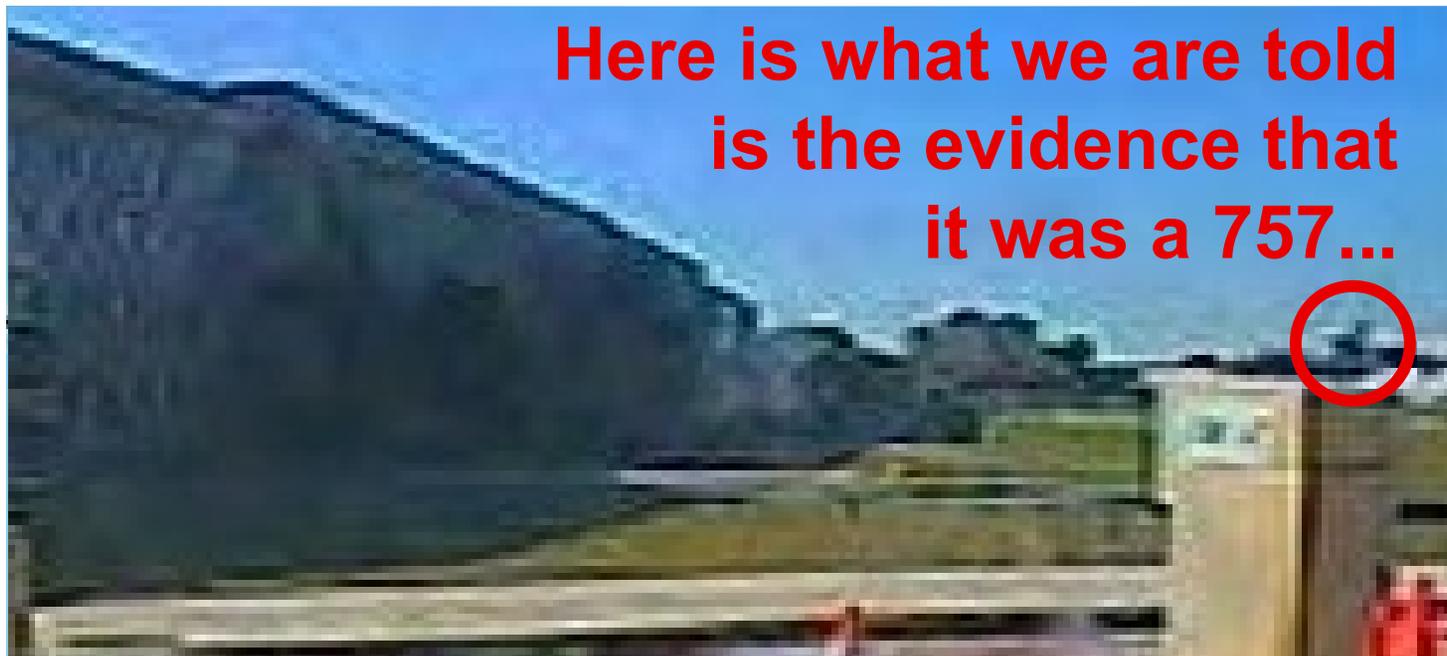
# Was the Pentagon Struck by a Boeing 757 on 9/11?

## Boeing 757 on 9/11?

### What We Learn from Examining the Only Public Photographic Evidence

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On 11 May 2006, Judicial Watch announced that, in response to their FOIA request, the Pentagon would re-release security camera photography of the 11 September 2001 attack on the Pentagon.

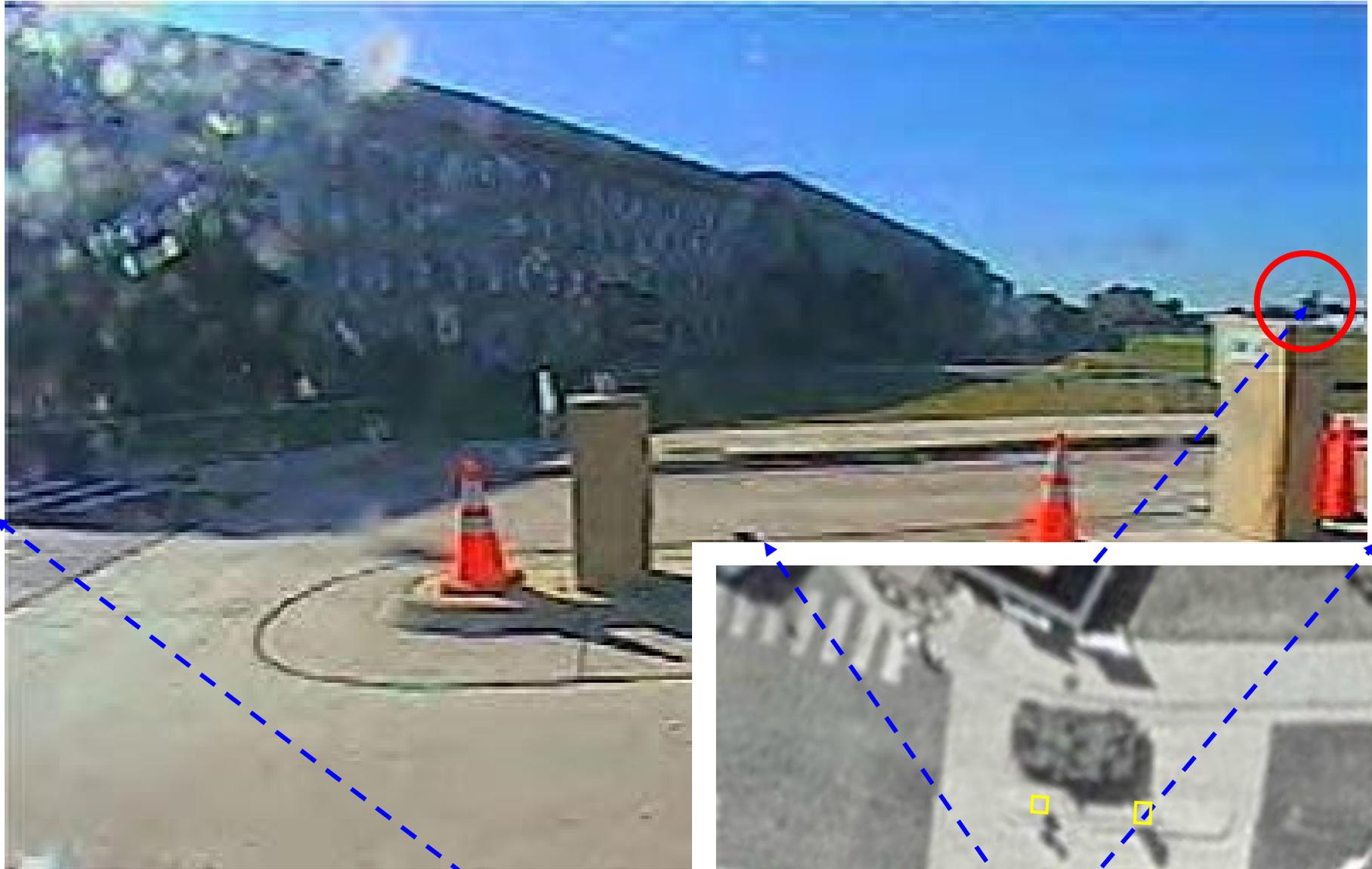
These five “stills” were taken from the original release in March 2002



**Sep. 12, 2001, 17:37:23**

**#4 impact**

Here one can see the vertical stabilizer, or “tail fin,” of an approaching aircraft, which cannot avoid impacting the Pentagon.



We will now deduce the location of this security camera so we can understand it's field of view..

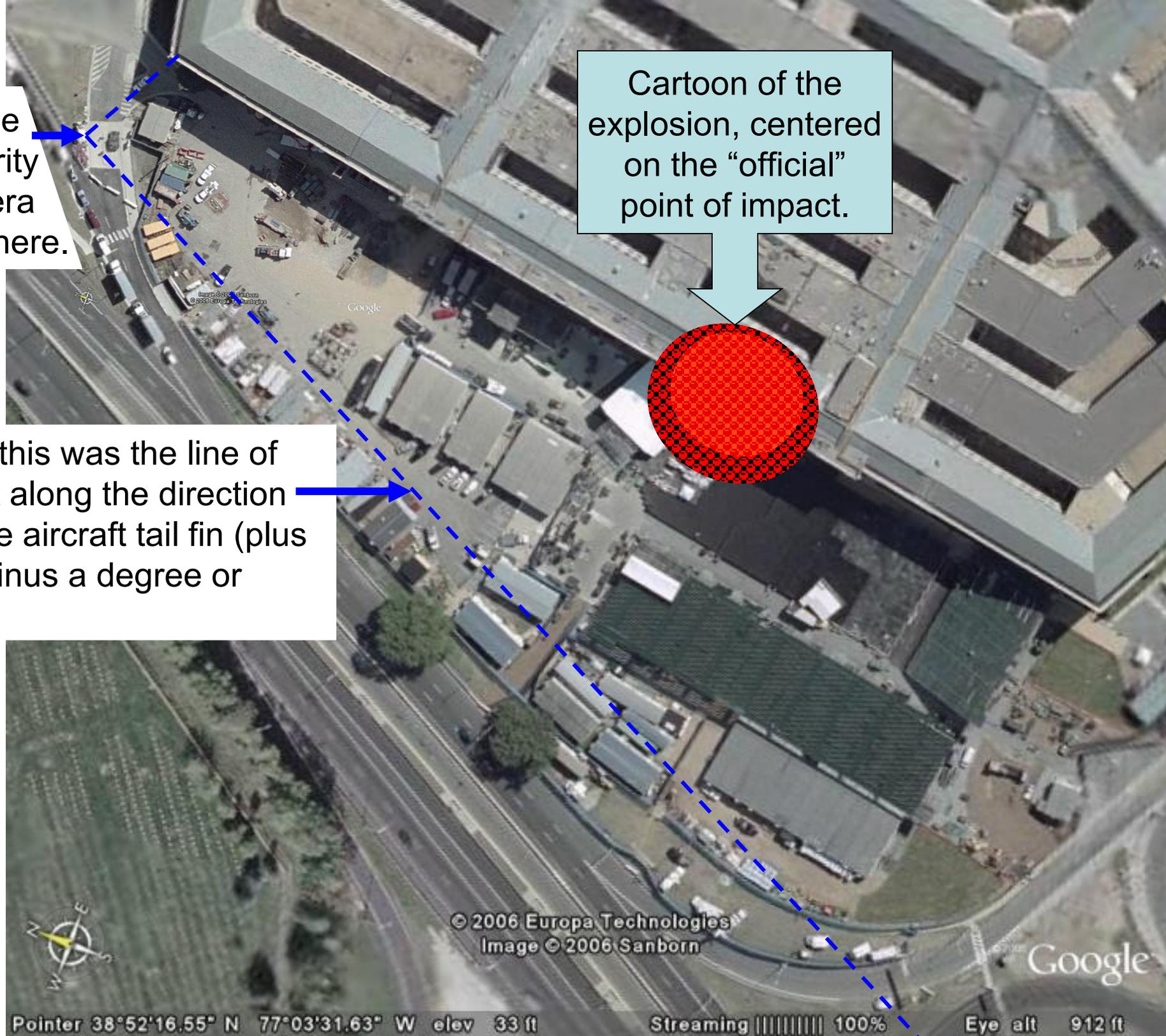


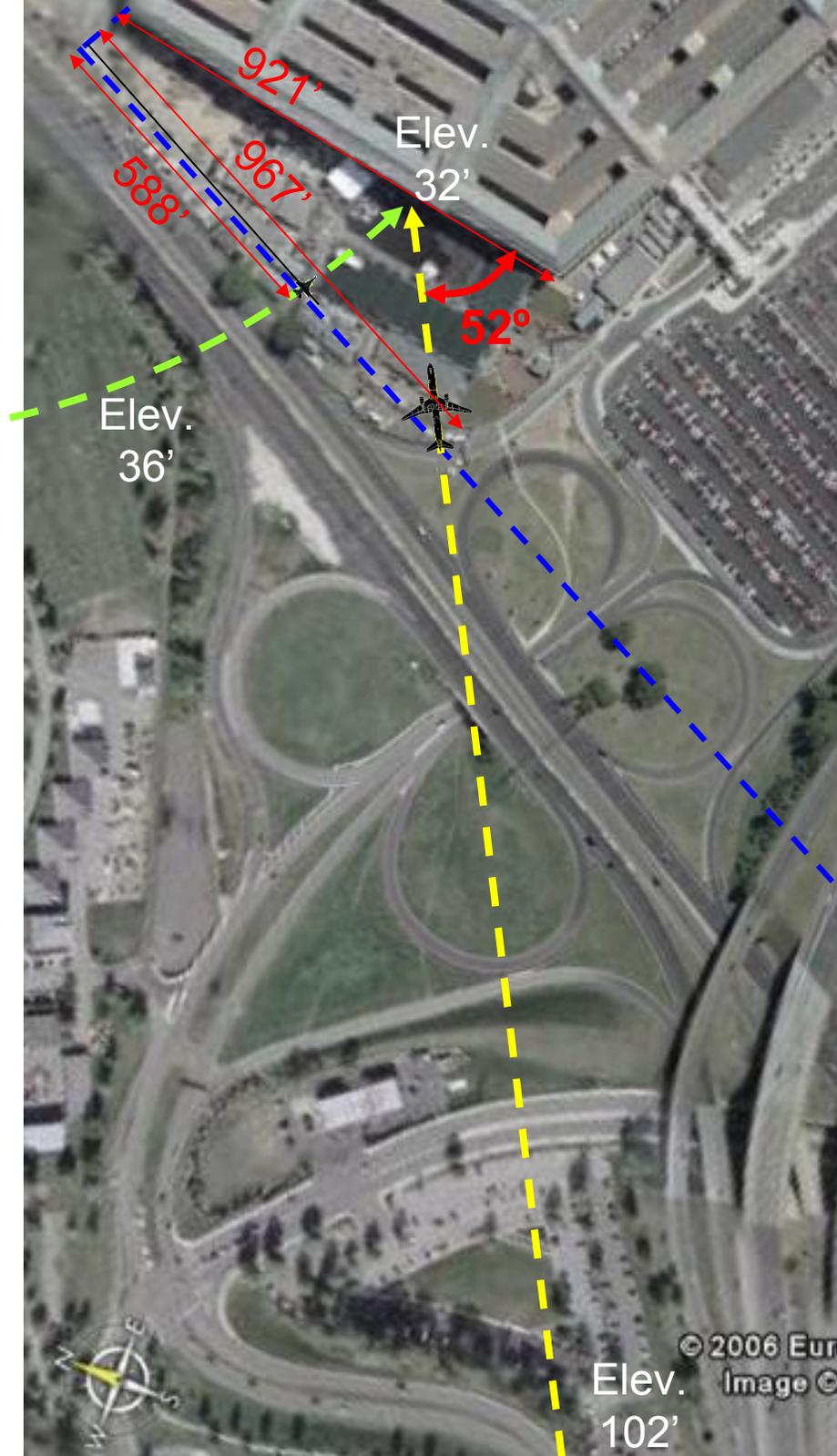
Thank you,  
Google Earth!

So the security camera was here.

Cartoon of the explosion, centered on the "official" point of impact.

And this was the line of sight along the direction of the aircraft tail fin (plus or minus a degree or two).



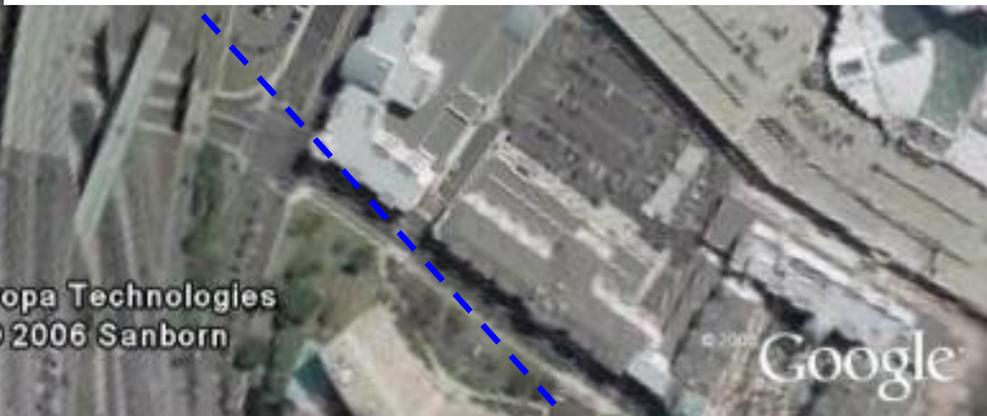


We shall now use trigonometry to try to infer the type of aircraft that the security camera captured along the blue-dashed line of sight.

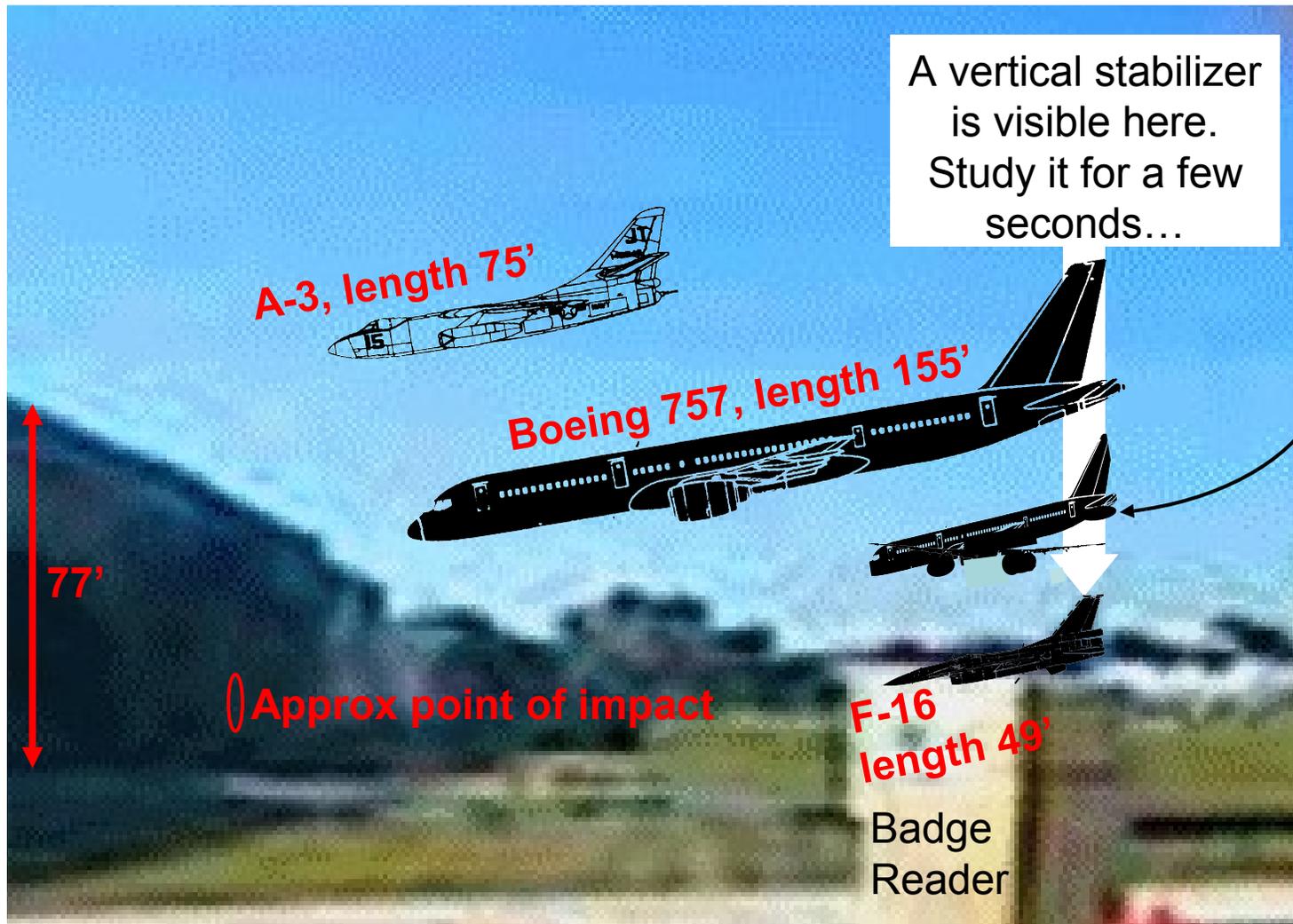
“Official” scenario: The aircraft is a Boeing 757 arriving from the southwest at an angle of  $52^\circ$  to the west face of the Pentagon (yellow dashed line).

Present working hypothesis: The aircraft is an F-16 jet fighter arriving by a circuitous route (green dashed line).

Note: The terrain beneath the suggested F-16 route is less than 10 feet higher than the base of the Pentagon *where the impact occurred* – whereas the putative 757 would have had to clear elevations about 120' higher at a range of  $\frac{3}{4}$  mile (8 seconds from impact at 350 mph).



# Official U.S. Govt. Released Security-Camera Frame of Unidentified Aircraft About to Strike the West Face of the Pentagon on September 11, 2001



A vertical stabilizer is visible here. Study it for a few seconds...

A-3, length 75'

Boeing 757, length 155'

77'

○ Approx point of impact

F-16 length 49'

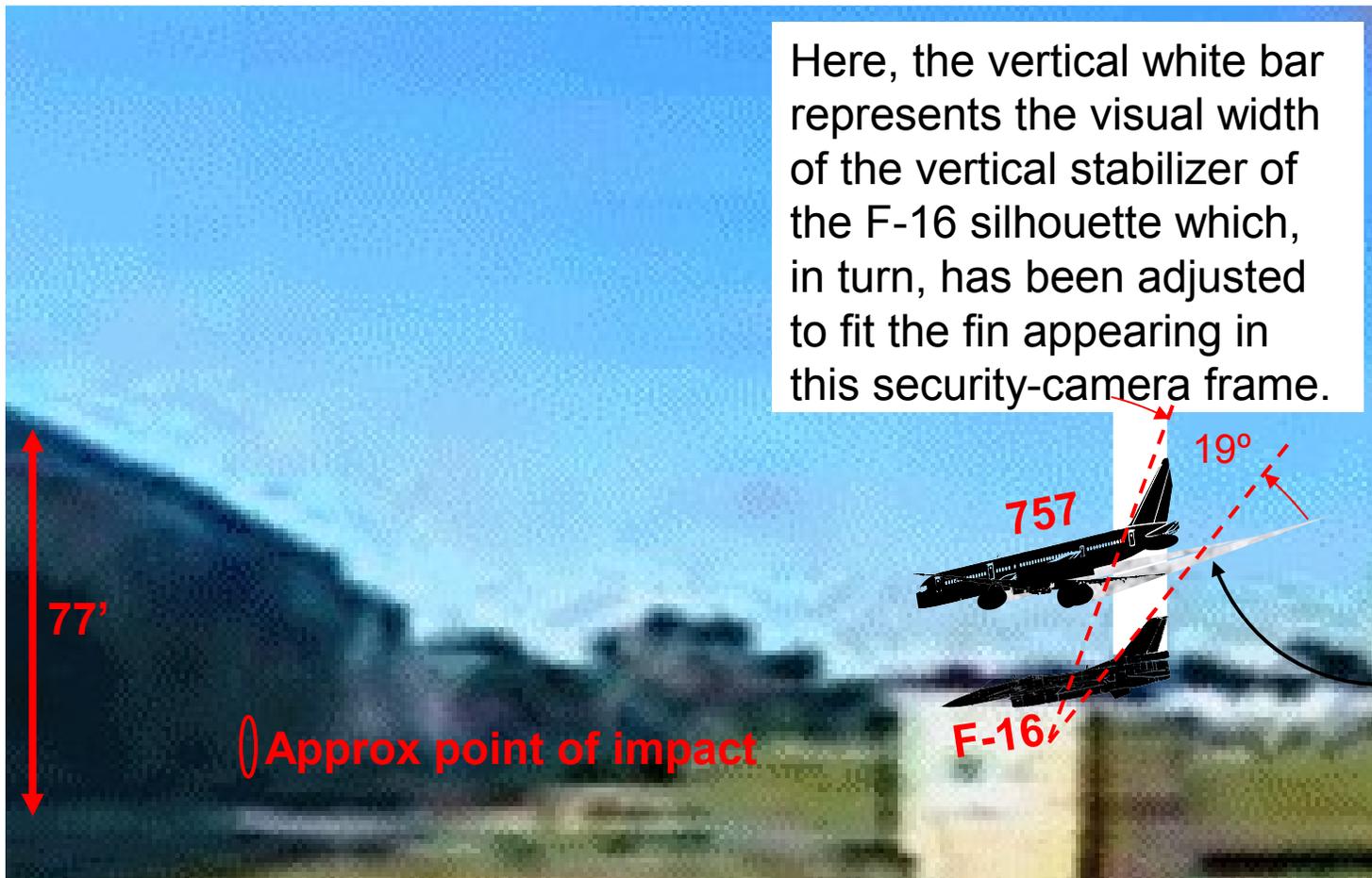
Badge Reader

**Official story:** A 757 approaches from south west at a  $52^\circ$  angle to Pentagon. Thus it is about 1.7 times farther away than the other silhouettes and makes an angle of about  $35^\circ$  with the line of sight.

**Note plume of white smoke of uniform thickness extending toward the right!**

The size and orientation of the F-16 silhouette were adjusted to match its tail fin to the one in the picture. The 757 and the height of the Pentagon (vertical red arrow) were scaled according to their known dimensions, assuming all three lie in the same plane. (The relevance of the A-3, here scaled in the same manner, will be discussed later.)

# Official U.S. Govt. Released Security-Camera Frame of Unidentified Aircraft About to Strike the West Face of the Pentagon on September 11, 2001



**Official story:** A 757 approaches from south west at a  $52^\circ$  angle to Pentagon. Thus, it is about 1.7 times farther away than the F-16 silhouette and makes an angle of about  $35^\circ$  with the line of sight.

**If the 757's engines had been smoking, the contrails would have vanished rapidly astern.**

The 757 is shown higher than the F-16 for ease of comparison. In the "official" story, the only aircraft was a 757, and its fin is supposed to be the one that is seen in this security camera frame. Note, however, that the tail fin of the putative 757 *seen from this perspective* is too tall, too narrow, and too vertical to match what the camera saw. In this reconstruction, both aircraft have identical  $8^\circ$  nose down angles of attack.

# Now, about that smoke plume...



Note the almost seamless match between the unexplained white smoke in the Pentagon 9/11 image and the exhaust plume of TV-guided Maverick air-to-ground missile just launched by an F-16, scaled to match the fin in the picture.

The aircraft in this file photograph is clearly flying at a slight angle away from the line of sight of the camera man. The F-16 silhouette with which it is compared here was artificially foreshortened to correspond to an angle of  $17^\circ$  away from a perpendicular to the camera.





Sometime between 1993 and Dec 2000, I, David L. Griscom, was entering my office on the top floor of Bldg. 216 of the Naval Research Laboratory (blue circle), when I witnessed a flight of 4 F-16 jet fighters flying northward at my eye level (about 50 feet above the river) and maybe no more than 100 yards distant. At the time, I surmised that they were about to perform a “fourth-man” fly-over of an aviator’s interment at Arlington National Cemetery. But I had never before, nor have I since, seen military jets flying anywhere near so low in this airspace.

In light of 9/11, I can imagine the following scenario: The “fourth man” was instructed to break away from the formation and fly a path similar to the one I diagrammed on the previous slide, with an instrument pod filming the plane’s ground track and synchronously recording its GPS coordinates and vertical separation from objects on the ground by means of a laser altimeter. Such data could later have been used to direct a drone aircraft with far-better-than-cruise-missile precision – since cruise missiles are normally guided by digital virtual-reality maps based on *remote* sensing.

With the image of that flyby outside my office window burned into my “mind’s eye” I’ve long searched for F-16 photos that might approximate this vision. I’ve looked for side views, because that was the way I saw them, but all of the many side views I found somehow didn’t look right. Then I found this...



Of course, the planes I saw weren’t coming at me, but this picture reproduces well the intimacy and my above wing-level vantage point. For a split second I saw the pilot in the cockpit as just clearly as you do here...

While I have modeled the impacting aircraft as an F-16, others have argued that it may have been an A-3...

Pentagon Security Camera View (Re-released May 2006)

**A-3 Skywarrior, length 75 feet**



Whoa! it's another matching smoke plume!

**Yeah, right!**



This object is claimed by Judicial Watch to "put to rest the conspiracy theories"

Pentagon Security Camera View (Newly-released May 2006)

# Apropos of These Video Frames...

- ❑ By far the most common surveillance camera video standard still used in the United States and Canada is that specified by the National Television Systems Committee (NTSC). It is designed for recording on any VCR.
- ❑ The NTSC video frame rate is 29.98 frames of video per second.
- ❑ If the tail fin in the picture is assumed to be that of a 757 approaching at 500 mph from the southwest at an angle of  $52^\circ$  to the west wall, trigonometry tells us that it still has about about 420' to travel, and it is thus 0.57 seconds from impact. **At the NTSC rate, the 757 *should thus be seen in 17 frames!*** Are we to believe that Pentagon video technology is inferior to our VCRs?
- ❑ Judicial Watch's FOIA request was for "...all records pertaining to September 11, 2001 camera recordings of the Pentagon attack," but only two Pentagon films were released (or re-released). *Eighty-three other confiscated films are still withheld* because "they don't show the impact."
- ❑ According to FBI Agent Maguire, the reason for not releasing rest of the tapes is: "Out of the remaining thirteen (13) videotapes, which did show the crash site, twelve (12) videotapes showed only the Pentagon **after** [emphasis added] the impact of Flight 77. I determined that only one video tape showed the impact of Flight 77 into the Pentagon on September 11, 2004."

# There Are Other Reasons to Doubt the “Official” Explanation of the 9/11 Pentagon Attack

- ❑ There were no Arabs on AA Flt 77 according to both the American Airlines passenger list and the “official” Armed Forces Institute of Pathology autopsy list obtained by FOIA request. Passenger photos showed no Arab-like traits.
- ❑ The exterior damage to the Pentagon visible in myriad 9/11 photographs is inconsistent with expectation for a 350-to-400-mph impact by a 757.
- ❑ If the Pentagon had been struck by a 757 as “officially” alleged, engineering principles and prior crashes predict that the wings, and likely the tail, should have been found outside. They weren’t found *anywhere*.
- ❑ The jet engine parts found outside the Pentagon were too few and generally too small add up to even one of the two huge Rolls Royce RB-211 engines that propelled the aircraft “officially” supposed to have struck the Pentagon on 9/11. However, they were consistent with being wreckage from an F-16 ...or an A-3.

# Eyewitnesses Reported Near Simultaneous Arrival of Three Different Aircraft at the Pentagon

- ❑ Several of eyewitnesses reported an **American Airlines 757** flying toward the Pentagon from vicinity of Springfield, Virginia. Dozens more eye-witnesses reported this same **757 arriving at the Pentagon**.
- ❑ At Least one witness saw a **C-130 military transport following the 757 on its way from Springfield**. The C-130's maximum speed is **350 mph**. Federal authorities initially denied, but later admitted, its presence in this time frame.
- ❑ Controller Danielle O'Brian noticed an unidentified plane southwest of Dulles International Airport, moving at a very high rate of speed [**500 mph**]: “The speed, the maneuverability, the way that he turned, we all thought in the radar room, all of us experienced air traffic controllers, that that was a **military plane**.”
- ❑ Ken Ford was watching National Airport through binoculars from the 15<sup>th</sup> floor of the State Department Annex just across the Potomac River from the Pentagon. He saw what he took for a **“two-engine turbo prop”** flying upriver from National, which circled back toward the Pentagon from the north and finally “hit the building.”
- ❑ USA Today.com Multimedia Editor, Joel Sucherman saw it close up: An aircraft with American Airlines markings passed left to right across his field of vision as he commuted to work. He described it as **“... not a Lear jet, a Gulfstream, [or] something like that. It was a bigger plane than that.”**

# According to All Eyewitnesses Who Saw It Approach from the North, It Was the **Third (Commuter-Size)** Aircraft That Struck the Pentagon on 9/11

- ❑ Steve Anderson, Director of Communications for USA Today, witnessed the jet hit the Pentagon on September 11 from his office on the 19th floor of the USA TODAY building in Arlington, VA, which commanded a view of Arlington Cemetery, Crystal City, and the Pentagon **from the north**. Anderson **“heard jet engines pass [his] building.”** Then moments later he **“watched in horror as the plane flew at treetop level**, banked slightly to the left, drug it's wing along the ground and slammed into the west wall of the Pentagon exploding into a giant orange fireball.”
- ❑ Steve Patterson, witnessed the same event **looking northward** from his apartment in close-by Pentagon City, and it appeared to him that a **“commuter jet”** swooped over Arlington National Cemetery and headed for the Pentagon “at a frightening rate . . . just slicing into that building.” He specifically mentioned that the plane **“appeared to hold about 8 to 12 people”** and that it approached the Pentagon **“below treetop level.”**
- ❑ Given the foregoing credible witness descriptions, the attack aircraft was clearly larger than an F-16 but matches well with the size of an A-3 Skywarrior.

# IF It Was the **Third** Aircraft That Struck the Pentagon on 9/11, What Became of the **American Airlines 757** Which Was Seen by So Many Witnesses?

- ❑ Maybe the answer lies in Skarlet's agonizing disconnect between what he was supposed to have seen and what he thought he might have seen.
- ❑ Skarlet, webmaster of [punkprincess.com](http://punkprincess.com) had these memories:
  - “As I came up along the Pentagon I saw helicopters. (...) I called my boss.”
  - “Something hit the Pentagon. It must have been a helicopter.”**
  - “A huge jet. Then it was gone.”
  - “Buildings don't eat planes. That plane, it just vanished. There should have been parts on the ground. It should have rained parts on my car. The airplane didn't crash. Where are the parts?”
  - “I want to know why there's this gap in my memory, this gap that makes it seem as though the plane simply became invisible and banked up at the very last minute...”**
- ❑ Possible solutions to Skarlet's riddles:
  - A high-wing aircraft like an A-3, seen directly from behind and flying parallel to the ground might appear like a helicopter – at least for a split second...
  - The DoD has been working for more than a decade on “cloaking” technologies capable of making objects become nearly invisible at the flick of a switch.

# Existence of a Remotely-Controlled, Missile-Firing A-3 Is More Than a Hypothetical Possibility

- ❑ “According to two civilian defense contractor employees working at commercial corporate facilities at Fort Collins-Loveland Municipal Airport, in the months before the September 11 attacks, U.S. Air Force defense contractors brought in A-3 Sky Warrior aircraft under cover of darkness to be completely refitted and modified at the small civilian airport in Colorado.” <http://www.rumormillnews.com/cgi-bin/archive.cgi?noframes;read=73062>
- ❑ “The two witnesses say that separate military contractor teams – working independently at different times – refitted Douglas A-3 Sky Warriors with updated missiles, Raytheon's Global Hawk unmanned aerial vehicle (UAV) remote control systems, fire control systems, engines, transponders, and radio-radar-navigation systems – a total makeover, seemingly for an operation more important than use as a simple missile testing platform for defense contractor Hughes-Raytheon.”
- ❑ “The witnesses were quite fearful about several recent ‘suicides, car wrecks – mysterious deaths – directly related to the aviation experts’ working on the systems that were installed on the A-3’s at Fort Collins-Loveland.”
- ❑ “[Hughes-Raytheon’s] Hughes division manufactures the [air-to-ground missiles]; and the Raytheon division maintains the last few A-3 Sky Warriors in operation save 2-4 Air Force jets – while also manufacturing the Global Hawk UAV remote control systems.”

# A Wild-Eyed “Conspiracy Theory”?

- ❑ Well, first, it’s not really a theory. Things like the theory of general relativity and quantum field theory only get to be called theories because they have been so thoroughly proven that they can be reliably used to predict future phenomena.
- ❑ What I have presented is a **hypothesis**. A hypothesis is a framework that offers a tentative explanation for a set of facts without being contradicted by any known facts. As new facts come to light, hypotheses may have to be discarded ...or they may eventually solidify into theories.
- ❑ In the present case, I’ve formulated a hypothesis based on (1) inspection of all publicly released 9/11 photography of the Pentagon, (2) application of basic trigonometry in fitting the silhouettes of various aircraft types to objects seen in this photography, and (3) a selection of eyewitness reports by credible witnesses. To be credible, a witness must describe what he/she saw in sufficient detail to be useful ...and demonstrate powers of observation, objectivity, and common sense. The very best witnesses will occasionally distrust their own powers of observation.
- ❑ Specifically, I hypothesize that the Pentagon was impacted on 9/11 solely by **a UAV-ized A-3 diving out of Arlington National Cemetery at treetop level**. It is undisputed that an **American Airlines 757** (likely Flight 77) **passed over the Naval Annex at about 200 feet about 8 seconds before the impact**, while a **C-130 at a few thousand feet was widely witnessed about 30 seconds later**.

# Who Would Have Been Likely Conspirators in this Hypothesis?

- ❑ Big moneyed interests, especially those manipulating the financial markets by depressing the price of gold. (Between \$230M and \$160B stored under WTC)
- ❑ **Big defense contractors!**
- ❑ Neo-cons in the administration who believed that “another Pearl Harbor” would be necessary to get citizen support for their “Project for the New American Century.”
- ❑ Military officers and DoD civilians in sympathy with PNAC objectives.

## Details and Corollaries

- ❑ Damage to Pentagon must be limited and strictly controlled. **757 too large!**
- ❑ Flight 77 must only *seem* to impact. It's passengers must be co-conspirators.
- ❑ Those who shut down NORAD for “exercises” on 9/11 must be co-conspirators.
- ❑ FAA managers who destroyed tapes of air traffic controllers accounts of the hijacked planes on 9/11 must be co-conspirators.
- ❑ FBI agents who confiscated security camera tapes must be co-conspirators.
- ❑ The crew of the **C-130** – which could have synchronized the arrival times at the Pentagon of **Flight 77** and **the A-3 UAV** – must be co-conspirators.

# Epilogue:

## **If It Was a Conspiracy, How Could It Have Been Pulled Off?**

**N.B. The preceding slides were developed before the release of the NTSB reports on the jetliners allegedly hijacked on 9/11.**

**The author has subsequently developed an “all passengers survive” hypothesis of the World Trade Center attacks by positing that the actual Flights AA-11 and UA-175 landed at Air Force Bases and were replaced by drone attackers taking off from those bases.**

# NTSB Ground Track of AA-77 on 9/11



## Hypothesis No. 1:

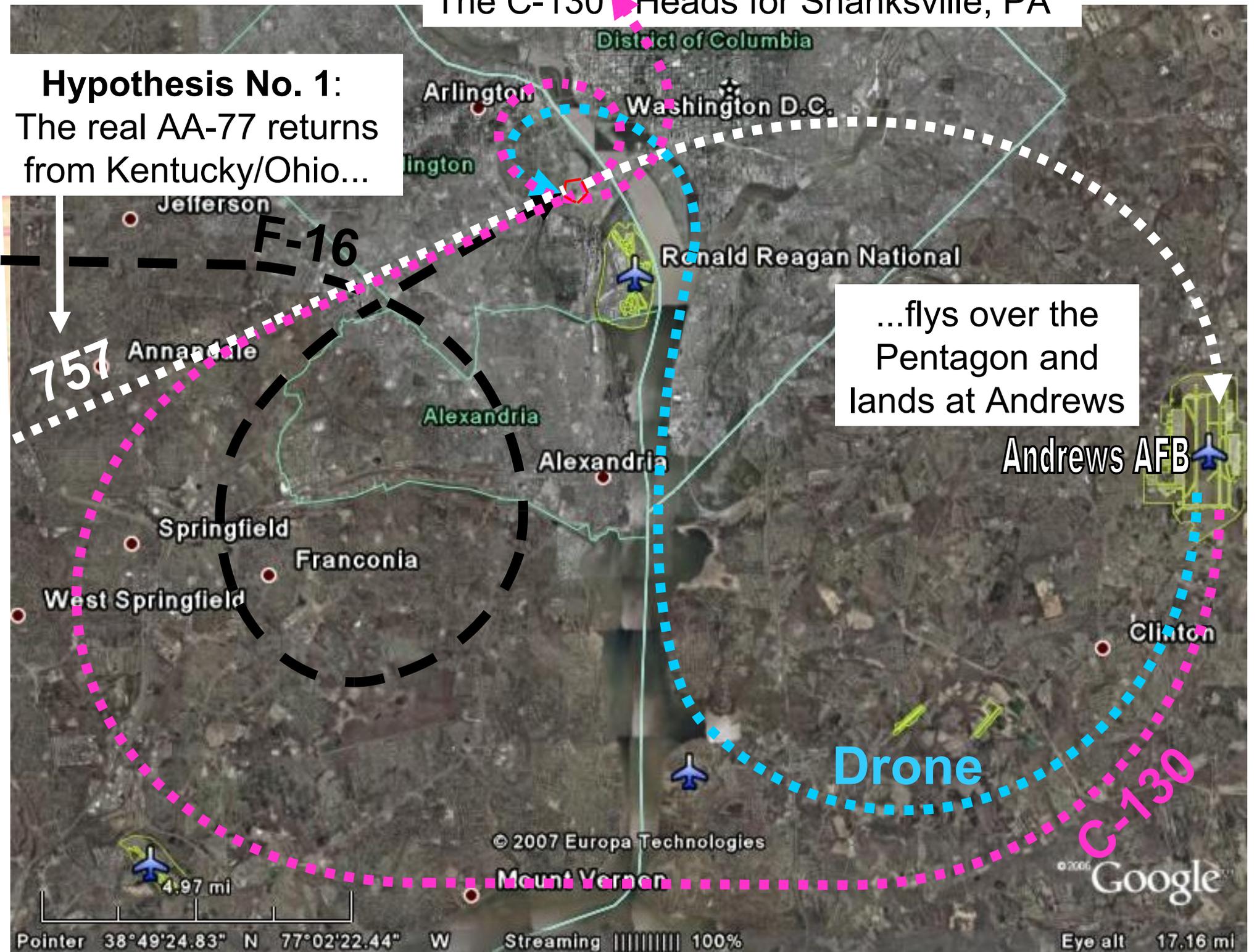
On its return from Kentucky, AA-77 is accompanied by a piloted fighter plane hiding in its radar shadow until Point F...

After Point F, AA-77 descends to an altitude below Dulles radars and proceeds on a slightly different course, at a slower speed.

The fighter, likely an F-16, sidles closer to Dulles, where air controllers pick it up and interpret it as a “military plane” because of its speed and maneuverability. Nevertheless, the “official story” holds that AA-77 executed this virtually-impossible-for-a-757 spiraling descent thanks to the piloting skills of Hani Hanjour ...who couldn't fly a Cessna.

The C-130 Heads for Shanksville, PA

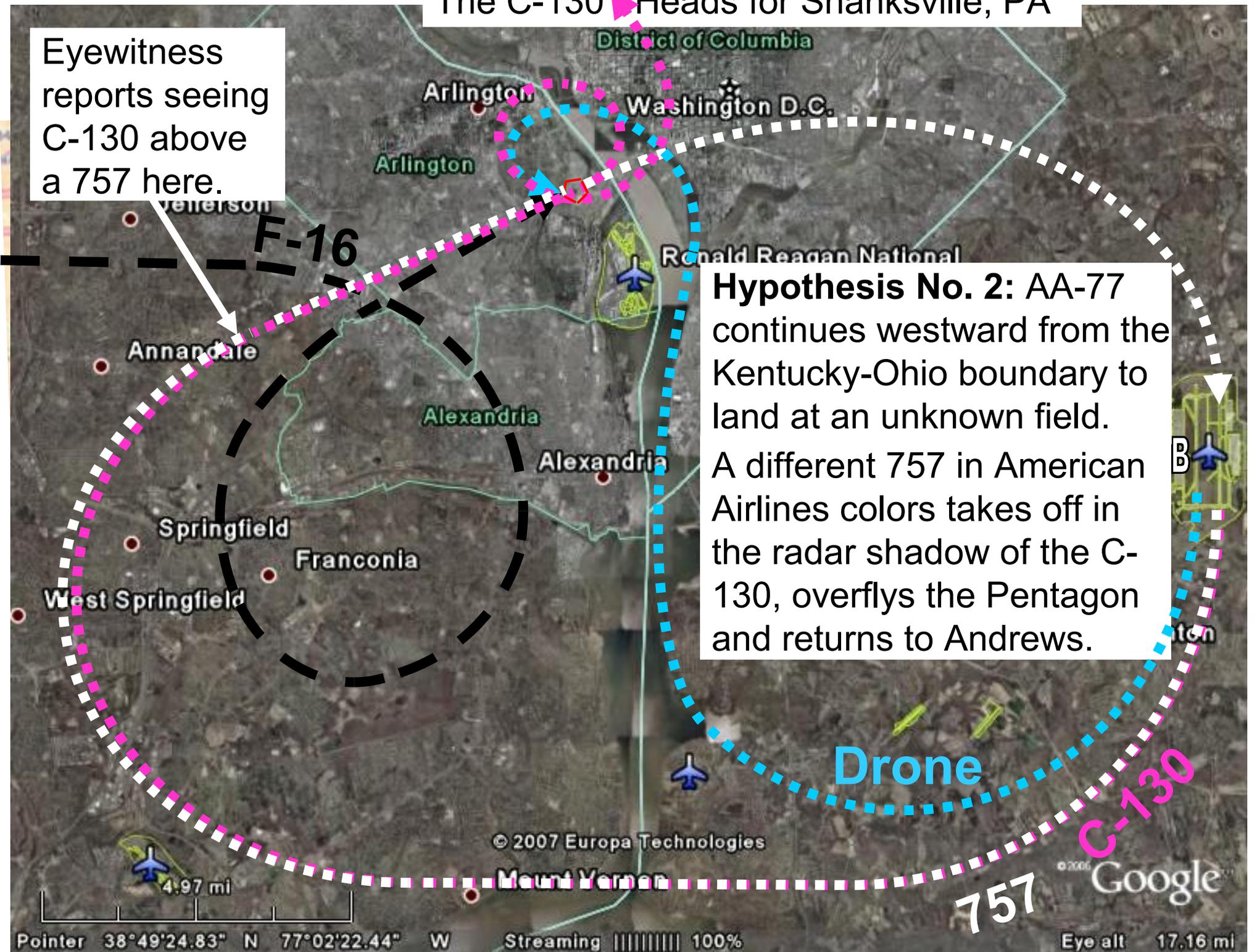
Hypothesis No. 1:  
The real AA-77 returns  
from Kentucky/Ohio...

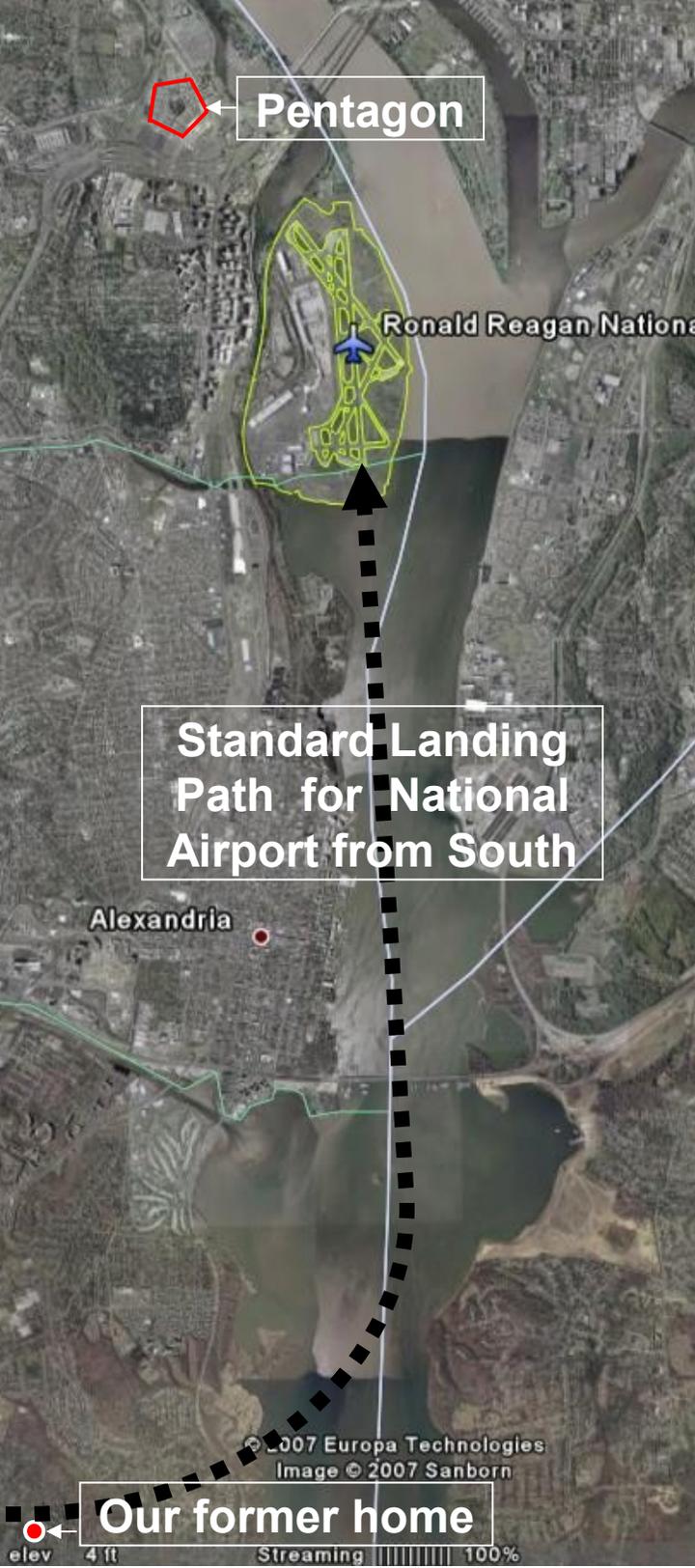


# The C-130 Heads for Shanksville, PA

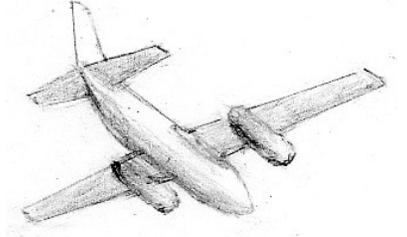
Eyewitness reports seeing C-130 above a 757 here.

**Hypothesis No. 2:** AA-77 continues westward from the Kentucky-Ohio boundary to land at an unknown field. A different 757 in American Airlines colors takes off in the radar shadow of the C-130, overflies the Pentagon and returns to Andrews.





One morning perhaps two decades ago I witnessed two planes in the National landing path looking like this:



I was so shocked to see two aircraft with scarcely compatible flight envelopes flying so close together over residential areas, that I called a local TV station to ask if an exercise had been announced (it hadn't). But about 20 min later the same "strange bed fellows" returned for a second pass!

I have often wondered about the purpose of this exercise. Finally, I think I know. It was a test of – or rehearsal for – a false-flag attack, where the attacker hides in the radar shadow of a "friendly."

Analogously, the officially admitted C-130 out of Andrews AFB on the morning of 9/11 may have hidden a **second** Boeing 757, also out of Andrews, preparing to masquerade as the returning AA-77.



“The C-32 is a military version of the Boeing 757-200 extended range aircraft, selected ...to replace the aging fleet of C-137 aircraft.”

“Active-duty aircrews from the 1st Airlift Squadron, 89th Airlift Wing at Andrews Air Force Base, Md., fly the aircraft.”

“The 89th Airlift Wing acquired the first of four aircraft in late June 1998.”