

**Presentation by
Barbara Honegger**

**Arguing Against
“A Large Plane Hit The Pentagon”**

**9/11 and Other Deep State Crimes
Teleconference
Dec. 30, 2015**

The Pentagon Official Story:

The Nose of Flight 77, an American Airlines Boeing 757,
Hit Wedge One at Column 14, Penetrated the Wall,
Caused 90%+ Inside Damage on The Ground Floor, and
a Liquid-Like 'Slurry' of Its Debris Caused and Penetrated
No Further Than The C Ring Hole

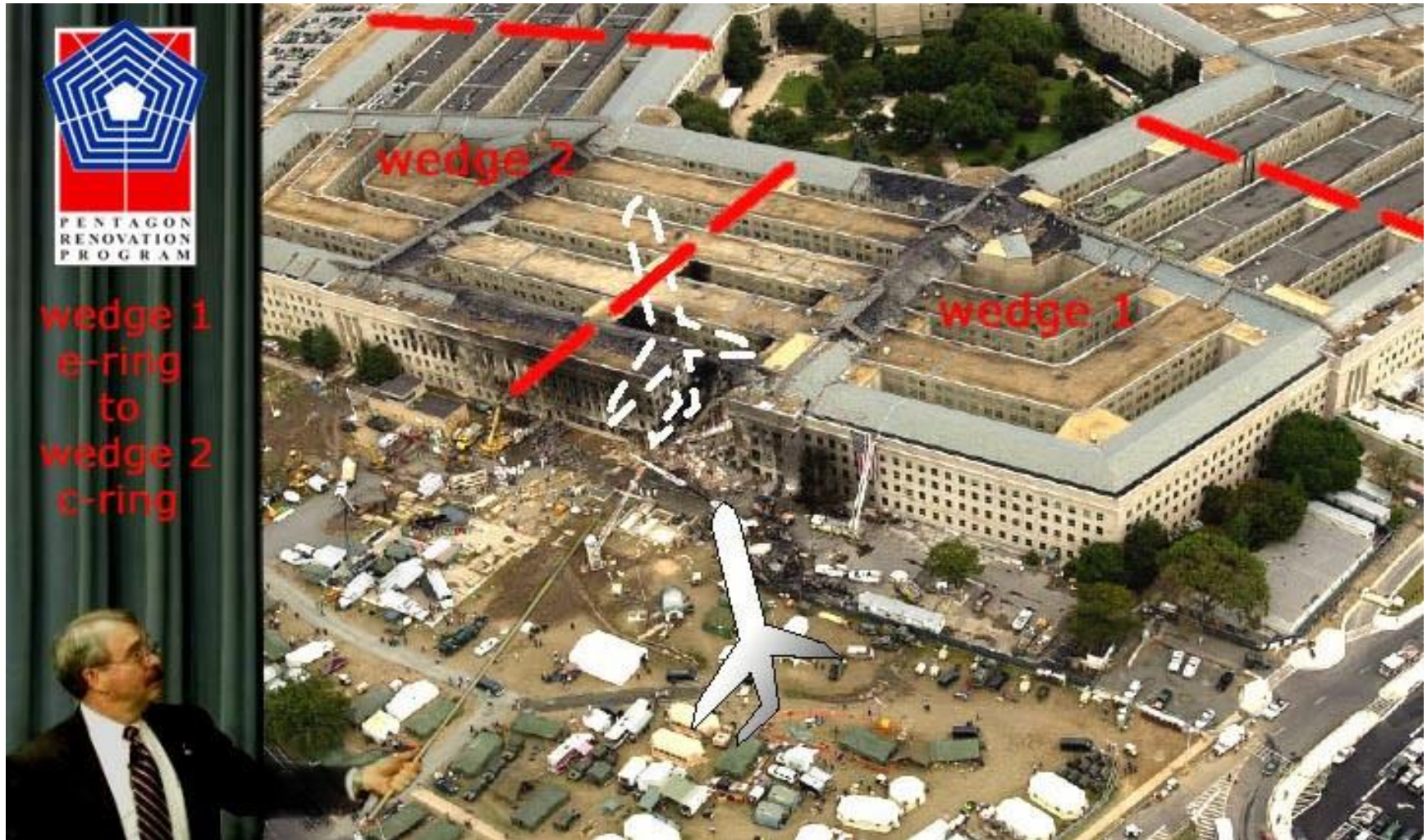
The Pentagon Official Story *Lite*:

The Nose of a Large Plane --
'***Probably*** a Boeing 757' and '***Probably*** Flight 77' --
Hit Wedge One at Column 14,
Penetrated the Wall,
Caused 90%+ Inside Damage on The Ground Floor,
and a Liquid-Like Slurry of Its Debris Caused and
Penetrated No Further Than The C Ring Hole

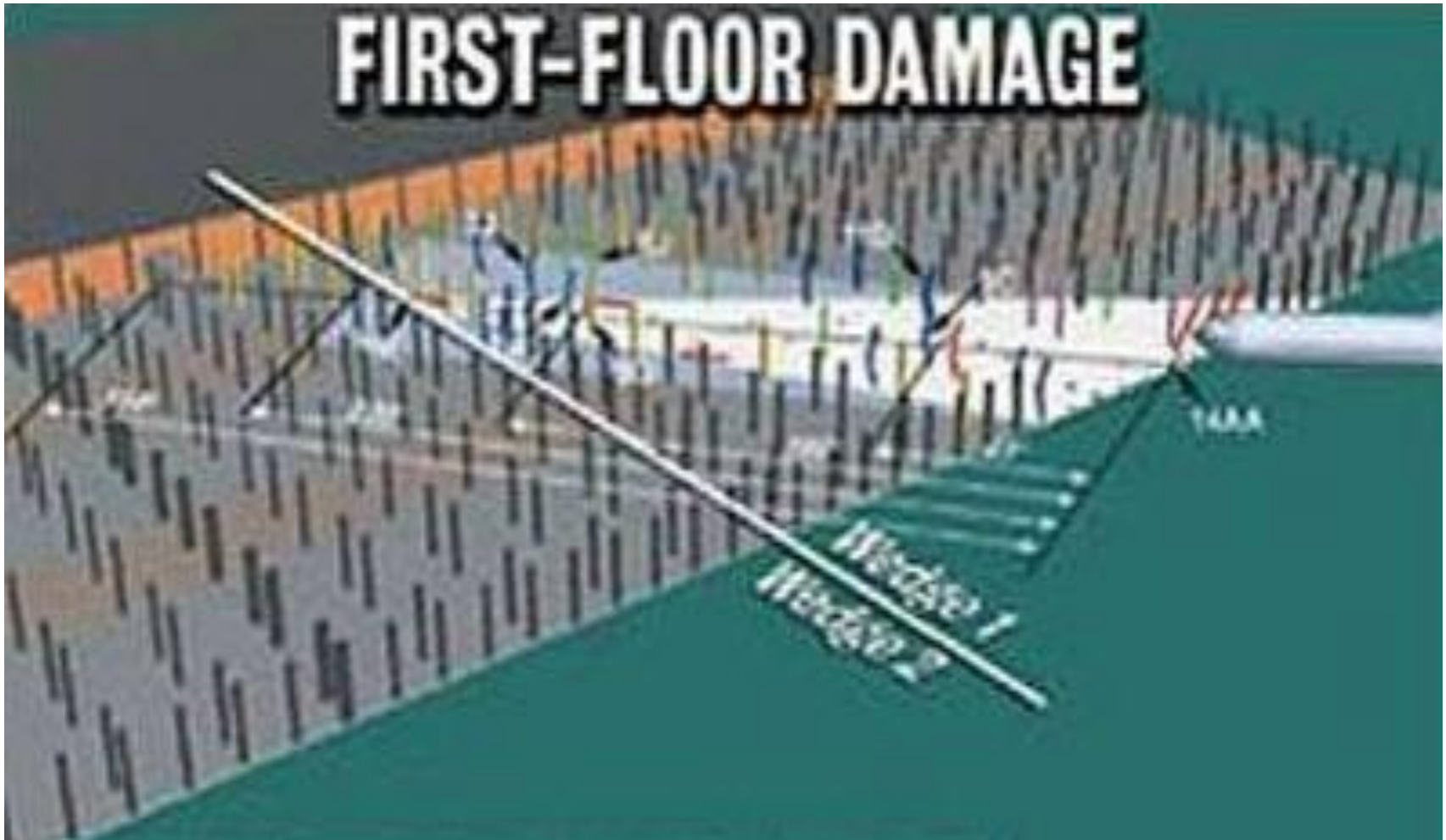
**At The First Pentagon
Press Briefing,
on Sept. 12th,
There Was *No* Mention
of The Official Story,
of Flight 77 or A 757**

The Official Story Was Not Released Until The Pentagon's Sept. 15th Press Briefing

There first had to be a lot of clean up of
non-supporting evidence



Alleged Plane Penetration Path from The Pentagon Building Performance Report



BOTH The Pentagon Official Story and The Official Story *Lite* Rely Upon

- The claim that “all the physical evidence lines up perfectly”
based on:
 - The claim that the first floor wall damage centered on Column 14
could have been caused by a large plane impact
 - * Assuming all internal damage was due partial plane penetration and
resultant slurry and fire, and inside damage to only the C Ring hole
 - * Ignoring the testimony of shaped charge expert re the cause of the hole and
ignoring evidence of temperatures far higher than jet fuel-and-office fires
 - * The claim that Frame 24 of the outside videos shows anything of a plane
- Provably false claim of just a single explosion, on which the flawed rebuttal
of the early-stopped clocks analysis rests
 - * Reliance on provably false testimony of taxi driver Lloyd England
and other anomalies regarding the light poles
 - The authenticity, accuracy and relevance of the FDR data
 - * Speculation re FDR ‘data drift’ and suspect claims of
previously missed undecoded data
 - The authenticity, accuracy and relevance of the radar record
 - Cherry picked witnesses only supporting the Official Story
 - The Stand Down Theory

**The Wall Damage
and Internal Damage
Could Not Have Been Due
to a Large Plane Impact
at Column 14 in Wedge One**

**The *Pentagon Building Performance Report*
based on analysis of the interior damage
found that**

**“The *TOP* of the fuselage was
no more than 20 feet above the ground.”**

The ***Vertical*** Wall Damage Cannot Have Been Due to
A Large Plane Impact at Column 14 in Wedge One:
6 ft high spools + 12-1/2 ft fuselage + engines 4 ft *beneath* the body
= a 22-1/2 ft **MINIMUM** height above the ground
for the TOP of the fuselage upon impact =
Leaving an Absolute MAXIMUM of ONLY 8 feet of the Plane's body
impacting The Ground Floor: Impossible given that
90+ % of the internal damage was on The Ground Floor. The Red
Arrow is the Official Story and OS Lite Alleged Point of Impact.



The NOSE of the Plane and THE MAJORITY --
A MINIMUM of 8-1/2 to 9 Feet -- of the Fuselage Diameter
Would Therefore *Have* to Have Impacted on the *2nd* Floor,
But **The FLOOR** of The *2nd* Floor **AND Column 14 ITSELF**
ON The *2nd* Floor Were **STILL IN PLACE AFTER** the Attack.
The *2nd* Floor opening is NOT 16 feet. It is only less than 10 feet
on either side of the STILL-IN-PLACE Column 14.



The 6-Foot-High Cable Spools *Had* to be Cleared because ...



**...If Coming in 'Essentially LEVEL' as per the OS,
the 6-foot-high Spools would have been under
the front half of the the fuselage AT the moment
the Nose hit the wall because the distance from
the Wall to the Spools is far less than the
156-foot length of a 757 or other large plane.**

Official Story AND Official Story Lite Plane Position
at The Moment of Impact



**The *Horizontal* Wall Damage
Centered on Column 14 Also Cannot Have Been Caused
By A 757 or Large Plane Impact.**

There Were **Only Four – Count Them --
Missing Ground Floor Outer Wall Columns =
Only A **50**-Foot Width Before The Wall Collapse,
Yet a 757 Wing-Tip-to-Wing Tip Is **124** Feet.**



The Official Story and Official Story Lite Also Ignore Evidence That

- * The Remaining Damaged 1st Floor Columns
Are Bowed OUTwards, and**

- * Testimony that The Windows
FIRST Bowed OUT, Then In [See Next Slide]**

**BOTH Proof Of An
INSIDE-Out Pressure Wave
Inconsistent with
A Massive-Force External Impact**

Outer E Ring Windows *Also* *First* Bowed *Out* from an Internal Pressure Wave, and *Then* Back In

**Witness Lt. Col. Victor Correa,
who worked in the office of the Army
Deputy Chief of Staff for Personnel
in the direct path of what the official story
claims was the penetration path of Flight 77:**

**“I noticed the windows [first] going out
and [then] coming back in...**

**We thought it was some kind of explosion,
*that somehow someone got in there
and planted bombs...*”**

Both the Official Story and Official Story Lite Rely on the False Claim That Anything of a Plane Is Captured in Frame 23 of Either or Both of The 2 Pentagon Videos

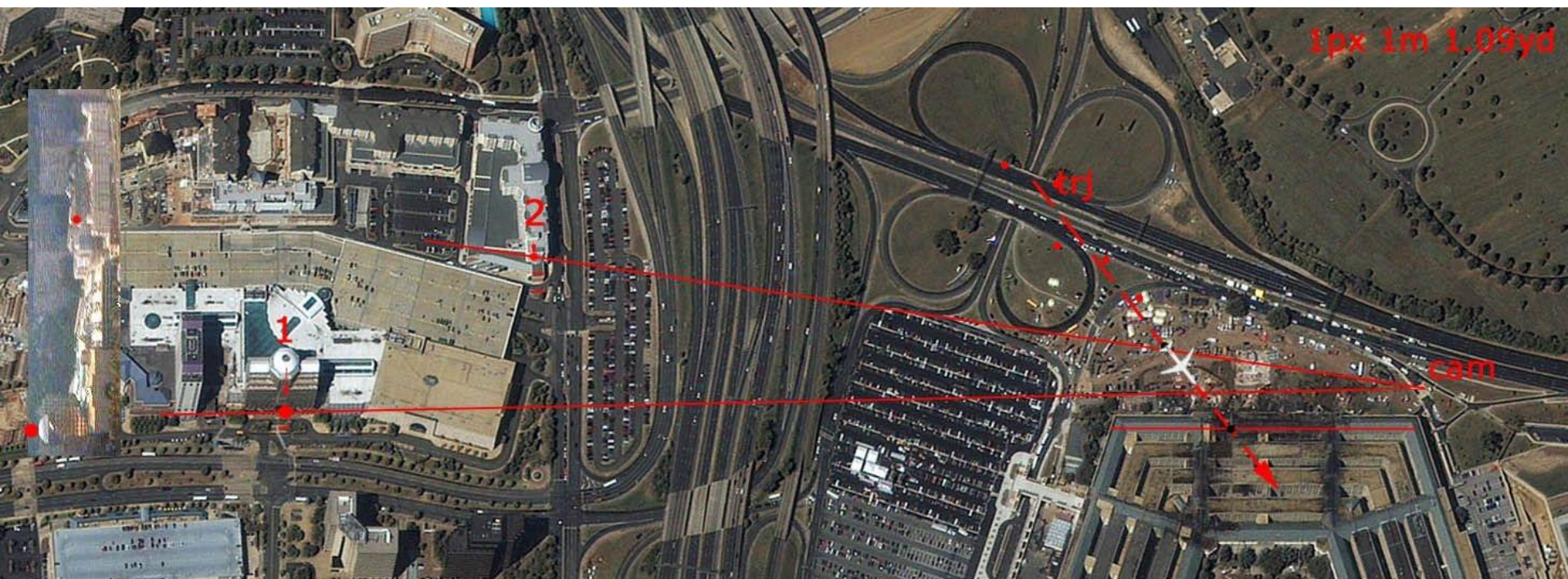
They ignore the definitive proof that Frame 23 of at least one of the two of videos, if not both, was doctored. See 17 min. into Part 2 of Mazzucco's film '9/11: The New Pearl Harbor' and

<https://truthandshadows.wordpress.com/2014/06/13/doctored-pentagon-video-proves-911-cover-up-and-inside-job/>

An original proof that Frame 23 in **BOTH** released Pentagon videos were doctored is in the next Slide.

Both the Official Story and Official Story Lite claim that the two Frame 24s from the outdoor security cameras captured the moment of Impact of a plane on the wall; the frames are even labeled 'Impact'. If so, however, the just previous Frame 23 in both videos could have captured NOTHING flying at the Official Story and Official Story Lite speed of c. 556 mph. It could ONLY have recorded an object at the approximate distance of the Circle, whose 815.46-foot radius is the distance traveled at 556 mph in one second: the official story plane speed just before the moment of alleged impact and the frame rate for the outdoor security cameras that took the frames. Because the apparent plane nose in one of the Frame 23s and the apparent vapor trail in the other are BOTH well WITHIN the Circle, BOTH must be doctored/added images. The next Slide with overlays of the lines of view of the two outside cameras and the location of a plane allegedly captured on Frame 24 in each of the videos shows how far INSIDE the Circle they were. Analysis to a precision of 8 decimal places of minutes superimposed on aerial view of four days before 9/11, by Mark Snyder.





Overlays showing the lines of sight of the two outside security cameras that took the videos containing the famous ‘Five Frames’ including the critical alleged ‘Plane’ Frame 23. Comparing the position of the apparent plane nose in one Frame 23 and smoke or vapor trail in the other Frame 23 with the radius of the red Circle in the previous Slide shows that the ‘Plane’ images in BOTH Frame 23s had to have been artificially added.

Both The Official Story and Official Story Lite Claim the Veracity of The Clearly False Testimony of Taxi Driver Lloyd England that Part of Light Pole 1 Crashed Through His Car's Windshield without making so much as a scratch in the pristine hood.



**A Plane --
Large or Otherwise --
Couldn't Have Penetrated
The *Newly Hardened*
Wedge One Wall**

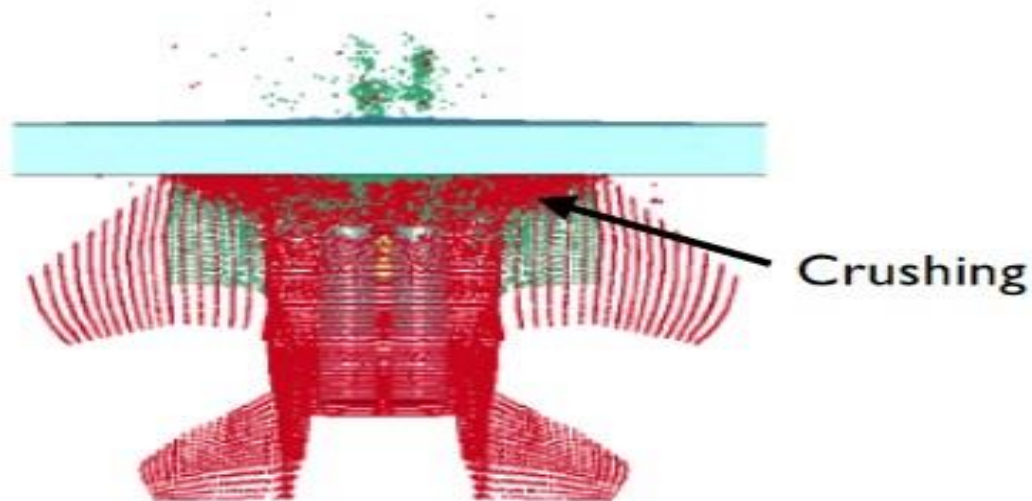
- The Wall had *just* been hardened to *withstand* a terrorist attack specifically from bomb blasts or high-force lateral impacts
- Two Feet Thick
- Made of Limestone, Brick, and Steel-and-Kevlar-Mesh-Reinforced Concrete
- Like a Huge Bomb-and-Plane-Proof Vest



Military Test 1: Effectively Nothing Penetrates The Hardened Wall

Simulation -- F-15 Hitting Wall

FEA using Riera method



<http://pbadupws.nrc.gov/docs/ML1126/ML112690136.pdf>

Military Test 2: F-4 Phantom Impacting A Hardened Wall Only The Outer Surface of The Wall Was Affected



**Which Looks Nothing Like the Alleged Pentagon Impact.
And Both The Official Story and Official Story Lite Ignore
the Findings of French artillery officer and effects-of-
weapons-on-buildings expert Pierre-Henri Bunel that the
white-yellow explosion captured in the so-called
'Impact' Frame -- is of the detonation of a high-energy
explosive, not the deflagration of kerosene/jet fuel.**



**This Is What Happened When The Nose
of a Large Airliner Hit an *UN-hardened* Wall
Far Thinner Than the Pentagon's Wedge One
Going At a Mere Fraction of the Speed
Claimed for Flight 77,
And Yet the Official Story Says Not Just the Nose
But A 'Slurry' of Most of the Plane Got Through The Wall**



The Internal Damage Was Instead Caused By Multiple Explosions – ***NOT*** Just One

See Chapter 13 of *The Toronto 9/11 Report*
“Eyewitnesses and Evidence
of Explosives at the Pentagon” --
Submitted as an Addendum to the PPT

As Some Examples ...

- Lt. McKeown, First Floor D Ring in the Naval Command Center:

“It sounded like a *series* of explosions going off...
It sounded like a series of bombs exploding --
similar to like firecrackers when you light them
and you just get a series going off.”

This *is identical* to the description of WTC firefighters in the Naudet Bros. video referring to what are now known to have been Pre-placed Controlled Demolition explosives.

- Lt. Col. Thurman, Second Floor D Ring:
“To me it didn’ t seem like a plane. To me it seemed like it was a bomb. Being in the military, I have been around grenade and artillery explosions -- it was a two-part explosion.”

**The Instant Reaction of
The [Alleged] Sole Survivor
of the Naval Command Center
-- Two and Three Rings In --
Lt. Kevin Shaeffer:**

“It must have been a bomb

planted by one of the many construction workers
or technical contractors who still mingled about...”

*-- Lt. Kevin Shaeffer, Naval Institute Proceedings,
Sept. 2011*

“It [The NCC] was a bombed out office space
that was a roaring inferno of destruction and smoke and flames
and intense heat.”

-- Lt. Cmdr. David Tarantino, Pentagon S&R Team

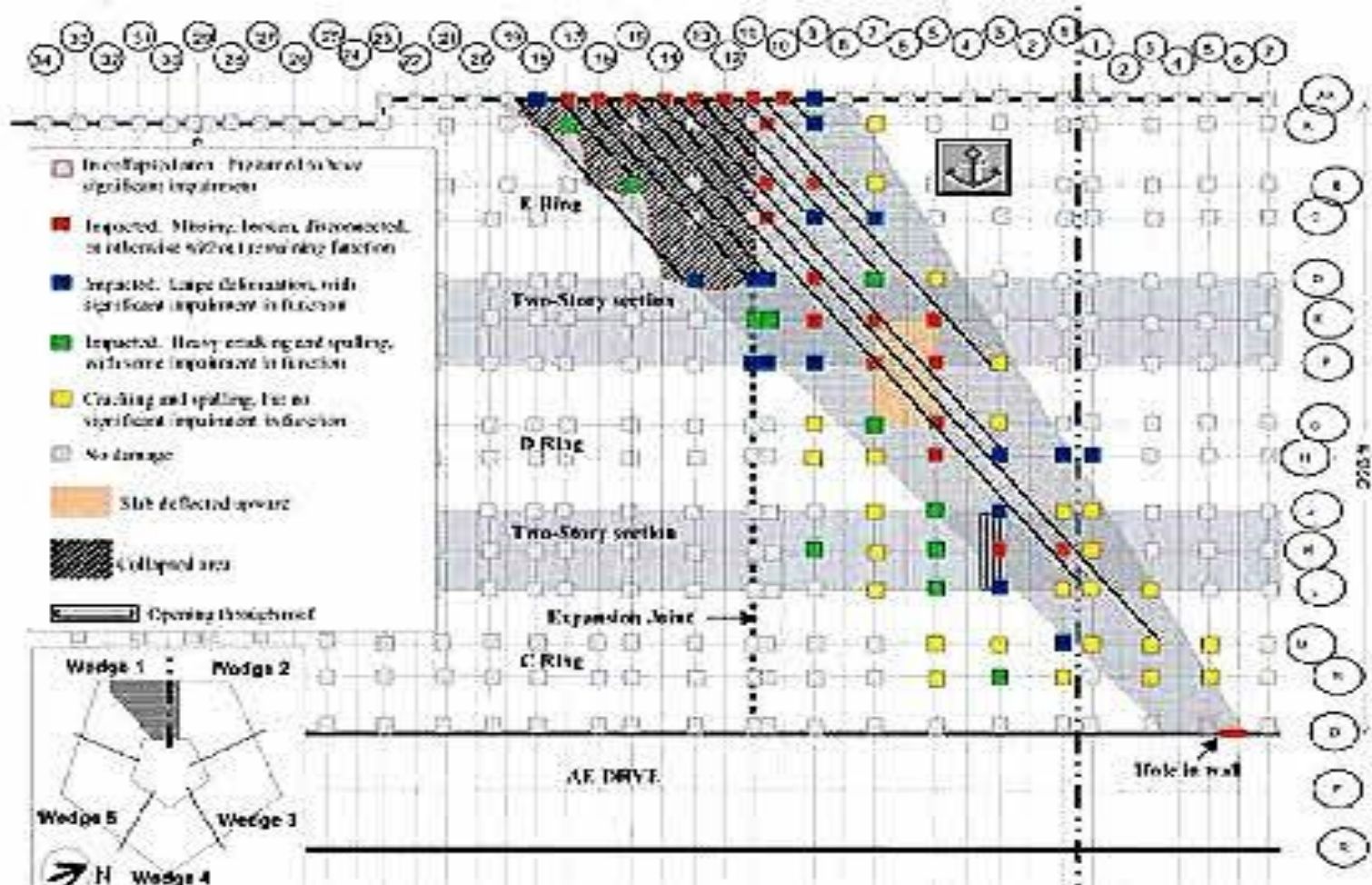
Army Ft. Monmouth TDY Auditor Michael Nielsen:

*“Hundreds raced down the hall past me
and out the South side exit shouting,
“It’s a Bomb!” “Bombs!” “It’s a Bomb!”*



The orange rectangle is the location of a large secondary explosion *independent* of any lateral impact, per The Pentagon Bldg. Performance Report

Impact Angle = 40°



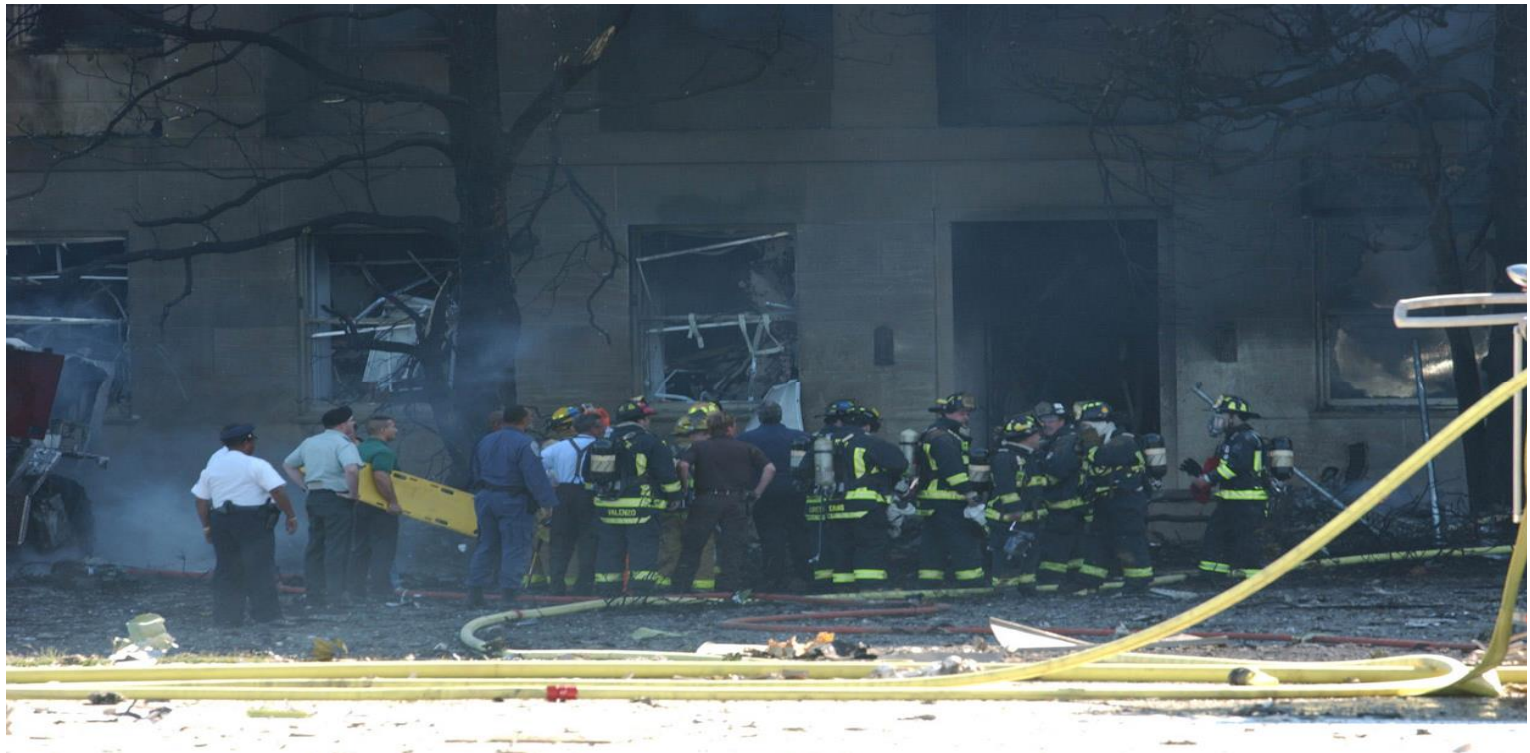
**This Photo by Daryl Donley
taken well after the plane destruction
when the smoke cloud is already established
is proof of this secondary explosion
independent of any impact**



**And a Massive Explosion
Near April Gallop's Desk in Wedge TWO
Over 120 Ft North of The Alleged Impact Point in Wedge 1
Stopped April Gallop's Watch at 9:30 –
Almost 8 Minutes Before the Official Story or
Official Story Lite Plane Approach**



**The Internal Pressure Wave from The Explosion
Near Gallop's Desk in Wedge TWO Thrust Office Debris
Towards and Even Partially OUT of The Windows.
The Below Photo is of Office Debris Sticking Out
of The Windows in Wedge TWO to the North/Left
of the Wall's Midpoint**



**Both The Official Story and Official Story Lite
Ignore The Testimony of Shaped Charge Expert
Mechanical Engineer Michael Meyer
That The C Ring Hole Was Caused By
A Shaped Charge Explosive**

**“This [alleged C Ring ‘Exit’ Hole] is *the
signature***

of a shaped charge explosive.

It is *physically impossible*

for the C Ring wall to have failed

in a neat clean circle like that

**[due to kinetic force of plane parts or debris,
i.e. the Official Story and Official Story Lite].”**

**Both The Official Story and
Official Story Lite
Ignore Inside Destruction,
Fire and Deaths
In **The 4th and 5th** Rings In --
One and Two Rings **Beyond**
The Alleged C Ring 'Exit' Hole**

A and B Ring Destruction, Fire and Deaths

- * “My aide and I had to walk over dead bodies **on the inside of the A Ring.**”
 - Assistant Secretary of Defense for Special Ops on 9/11, Former Army Green Beret Robert Andrews
- “The **B Ring** between the 4th and 5th Corridors was decimated.”
 - Marine Major to the *Washington Post*
- “Our first task was to stand by outside the **B Ring** while the Arlington Fire Dept. attempted to make entry, but the fire was too intense and the crew had to quickly retreat...”
 - Greenbelt Fire Dept. & Rescue Squad Volunteer Firefighter at the Pentagon on 9/11

**Both The Official Story and Official Story Lite
Rely on The False Claim That There Was Only One Explosion,
That was Due to a Plane Impact; Ignore The Compelling Evidence
for Multiple Explosions, and Therefore for Planted Explosives,
Independent of Any Impact; [and Falsely Claim that
'Smoke Curtain' Maintains that 'All' Clocks Were Stopped Earlier
Than the Official Story Alleged Impact Time of c. 9:37:46].
These *Multiple* Pentagon Explosions include the below --
in addition to which there were some clocks stopped closer to
the Official Story alleged impact time, but they matter far less:**

9:30 Massive explosion inside the E Ring of Wedge TWO
stopping April Gallop's wrist watch
9:31:40 Stopped Navy Area Clock
9:32:30 Stopped Heliport Firehouse Clock, outside the Pentagon
9:43 Naval Command Center Explosion
9:48 'Another Pentagon Explosion' -- per Secret Service record
c. 10:10 Explosion(s) bring down the E Ring Wall with the
damage pattern showing "the signature of controlled demolition"
-- per Air Force explosives effects expert Peter Tiradera

Live Fox TV News Broadcast of 'The Second Major Explosion' In Which The Explosion Can Be Clearly Heard



Both The Official Story and Official Story Lite Ignore The Evidence of Extreme Temperatures

An ‘Autopsy’ of The Concrete Around The Columns In The Alleged Internal Damage Path of a Plane Showed That Some of It Had “Turned to Mush”

Just as at the WTC, melting/mushing of concrete requires temperatures **far higher than can be reached by jet fuel-and-office-material fires.**

**The melted concrete was also found to have
“...a reddish and orange tinge
due to the presence **of iron.**”**

As at the WTC, both sudden and intense heat and the presence of iron are signatures of the reaction of thermite on steel.

**Both the Official Story and Official Story Lite Ignore
The Many Official Records and Testimony that Support
An Attack Time Much Earlier Than the Official Story Time of
c. 9:37:46, which are *In Addition To* the 9:32:30 Stopped
Heliport Clock and 9:31:40 stopped Navy Area Clock:**

- **Official White House Internal Timeline from 9/11: **9:30**
matching the time of April Gallop's watch stopped
due to a massive explosion INSIDE Wedge TWO**
- **White House Counsel and Later Attorney General
Alberto Gonzales in an official taped Navy Lecture:
“The Pentagon was attacked at **9:32**”**
- **The FAA Official Timeline: **9:32****
- **Denmark's about-to-be Foreign Minister
Per Stig Moller who saw the Black Smoke Cloud
begin to billow in the distance “**at 9:32 to 9:34**”.**
**The digital clock embedded in the Doubletree Hotel
security camera video times this exactly at **9:34:10**.**

Internal White House Timeline

Created on 9/11

Recently Released by The National Archives:
The Pentagon Was Attacked at **9:30**

09/28/13 13:42:57

September 11, 2001

"File Rec" of Significant Events

8:50 AM	American Airlines 11 crashes into World Trade Center, North Tower.
8:56 AM	National Security Advisor notifies President Bush in Florida
9:03 AM	National security operations centers notified
9:07 AM	United Airlines 175 crashes into World Trade Center, South Tower
9:15 AM	President speaks with Vice President, Rice and FBI Director Mueller, directs preparation of NSC meeting immediately upon return from Florida
9:30 AM	American Airlines 77 crashed into Pentagon
9:30 AM	Force Protection Measures implemented worldwide to protect US diplomatic and military facilities
9:40 AM	Secretary Mineta directs FAA to halt all flight operations at US airports
9:46 AM	Vice President moved to secure location in the White House
9:50 AM	Secretary Mineta directs closure of airspace of Washington Air Traffic Control Area
9:52 AM	President departs Sarasota Florida enroute to Washington
9:55 AM	Vice President orders implementation of Continuity of Government and Continuity of Operations Procedures implemented designed to ensure Constitutional succession and uninterrupted government operations
10:06 AM	United Airlines 93 crashes south of Johnston, Pennsylvania
10:16 AM	President directs North American Air Defense

The Authenticity, Accuracy and Relevance of The FDR Data

**Because The Cockpit Voice Recorder
Is **The Wrong Kind**
For **ANY** American Airlines 757,
Ruling Out Flight 77,
The FDR Also Cannot Be From Flight 77**



The NTSB Report on The Cockpit Voice Recorder (CVR)

Says It Was ***a Magnetic Tape*** Model

<http://www.scribd.com/doc/14780831/T8-B18-NTSB-Documents-1-of-3-Fdr-CVR-Cockpit-Voice-Recorder-Reports-AA-77-and-UA-93-Paperclipped-Together-260>,

But American Airlines' Press Release
shortly after the attack said that
CVRs in its 757s on 9/11 were

“... The modern ***solid-state*** version,
more resistant to damage than
the older magnetic tape recorders.”

The FDR Data Thus Cannot Be Relied On For The Flight Path

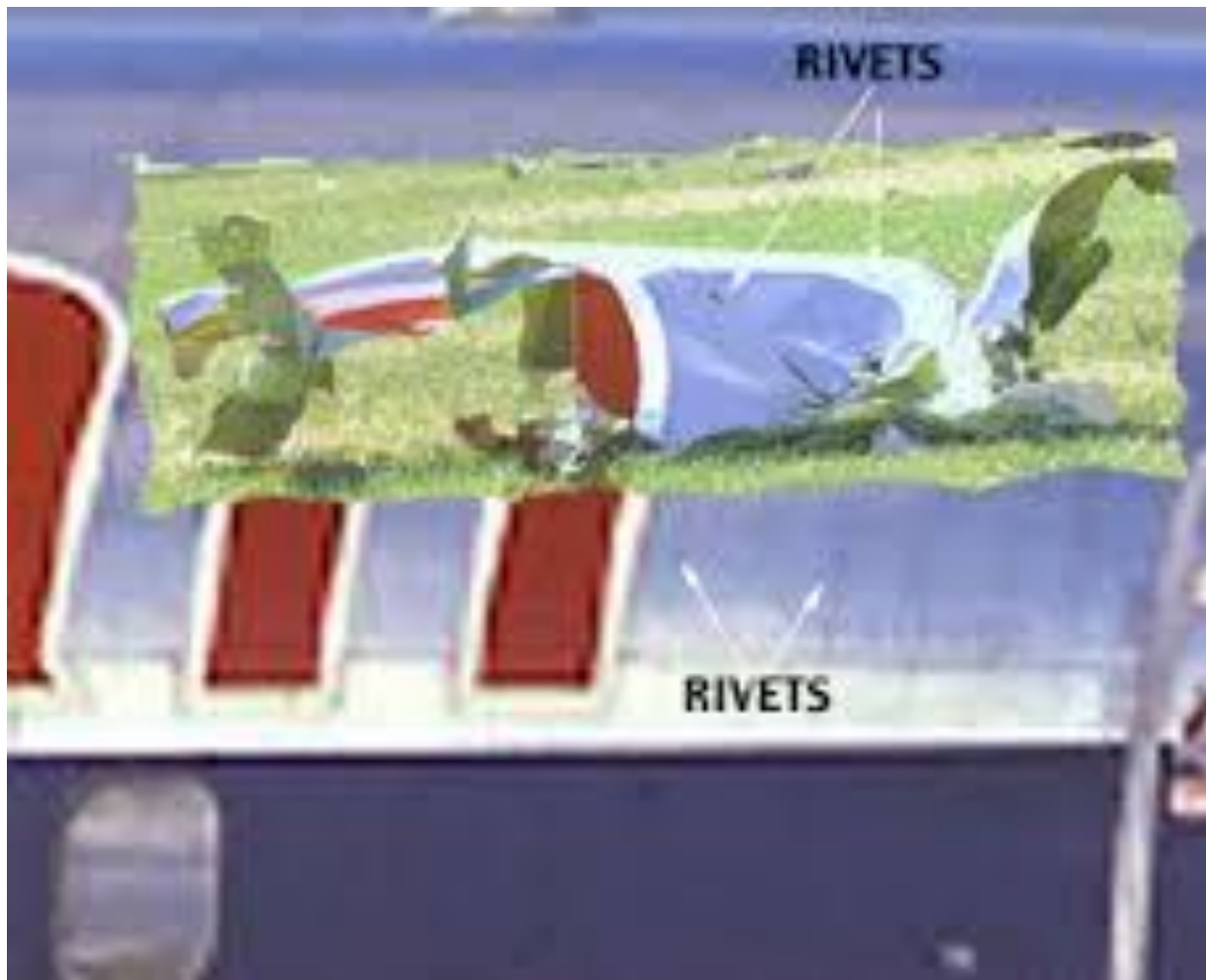
- Because the FDR and CVR are together in the tail of a plane, the FDR the Gov't claims was found just inside the C Ring hole near the CVR **also** cannot be from Flight 77
- FDR data analysis expert Dennis Cimino: The data field that would affirmatively ID the FDR as being from Flight 77, from **any** AA plane, or from **any** 757 was 'zeroed out': http://www.youtube.com/watch?v=mmGi5YeQ_Bw

The Below Final FDR Cockpit-View Animation Frame
Shows a **North-of-Navy-Annex** Approach Path
Way Too High to Even Hit ***The Roof***
Let Alone The ***Ground*** Floor.

Official Story and Official Story Lite Advocates
Thus Invent 'Plausible' FDR 'Data Drift' to 'Correct' the Path
And claim previously missed, newly decoded data
to make the flight path end at the wall



Though applicable for certain only to the Official Story and not necessarily also to Official Story Lite, it is important that the large plane piece used by some Official Story Lite advocates in an attempt to show that the plane was 'an' American Airlines airliner -- as in the next Slide -- can be proven NOT to be from an AA plane.



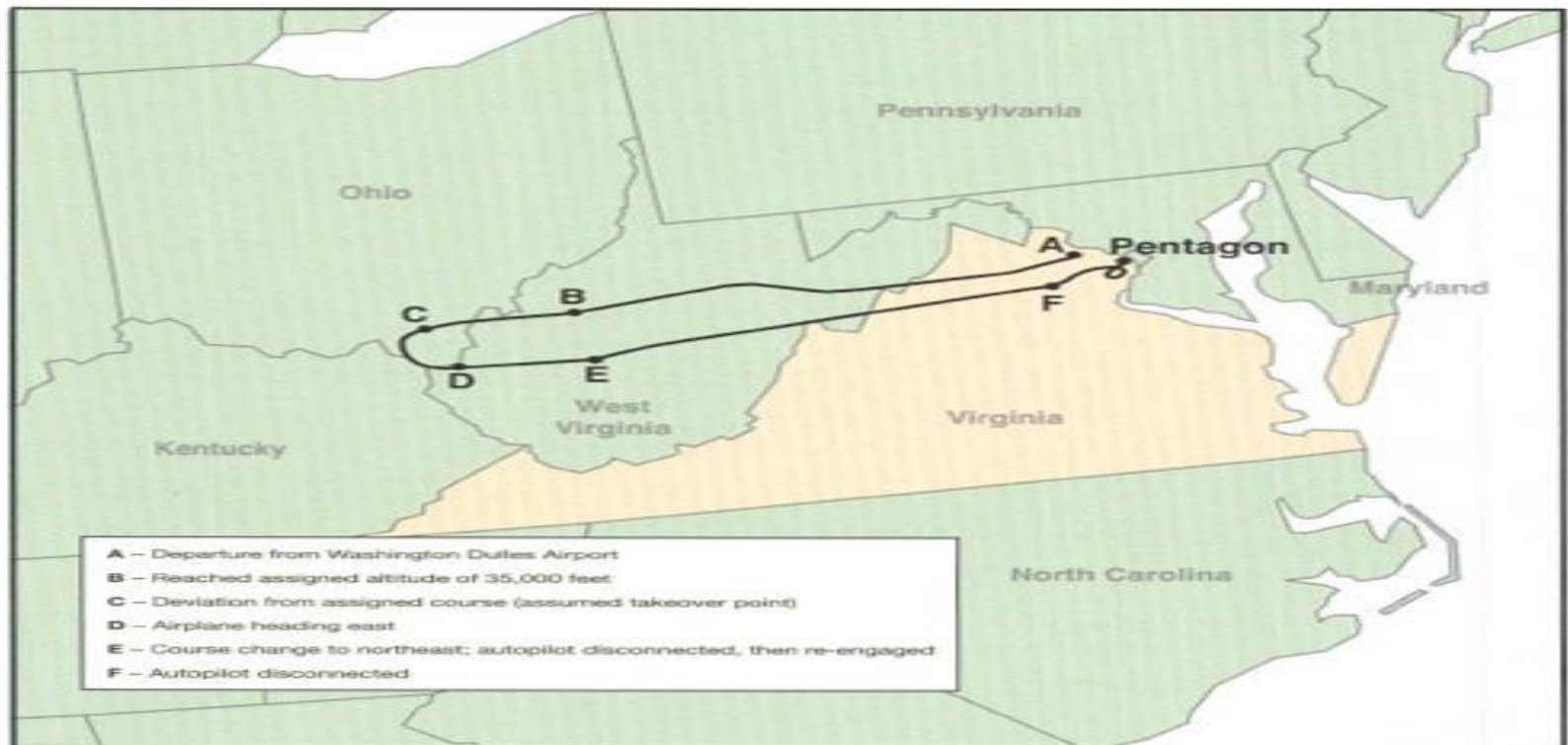
The photo of the large plane piece on the lawn is overlain on the Letter 'n' in 'American' on the side of an AA airliner. But there is NO continuing white border to the right of any 'n' on an AA plane, as IS the case on the upper right of this large plane piece on the Pentagon lawn. You will see this for yourself by being unable to find it in the next Slide of the 'livery' of American Airlines airliners.



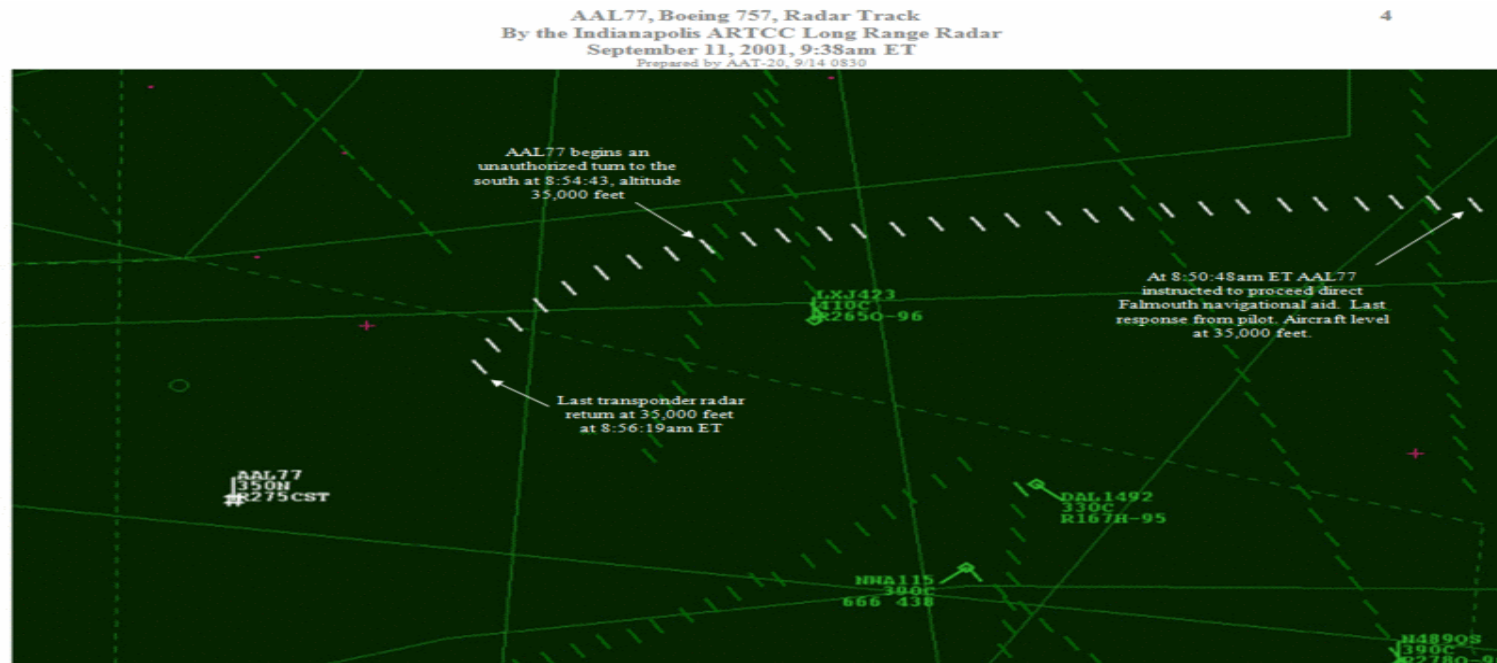
The Authenticity, Accuracy and Relevance of The Radar Data

The Official Story and Official Story Lite both claim continuous overlap of the radar records of all four radar sites with ‘some glitches in the ATC data’

FLIGHT PATH OF AMERICAN AIRLINES FLIGHT 77



Such a 'Glitch' Proves The Plane That Left Dulles
Cannot Be The Same Plane That Flew East:
Indianapolis Air Traffic Controllers
Saw on Their Screens **And** Officially Reported
That The Plane that Left Dulles Descended at 8:54:43
While Still Flying West and Well Before The Official Radar
Record Shows The East-Flying Plane Began **its** Descent,
Not Until 9:01: pp. 27 and 45 at
<http://gwu.edu/~nsarchiv/NSAEBB/NSAEBB165/faa7.pdf>

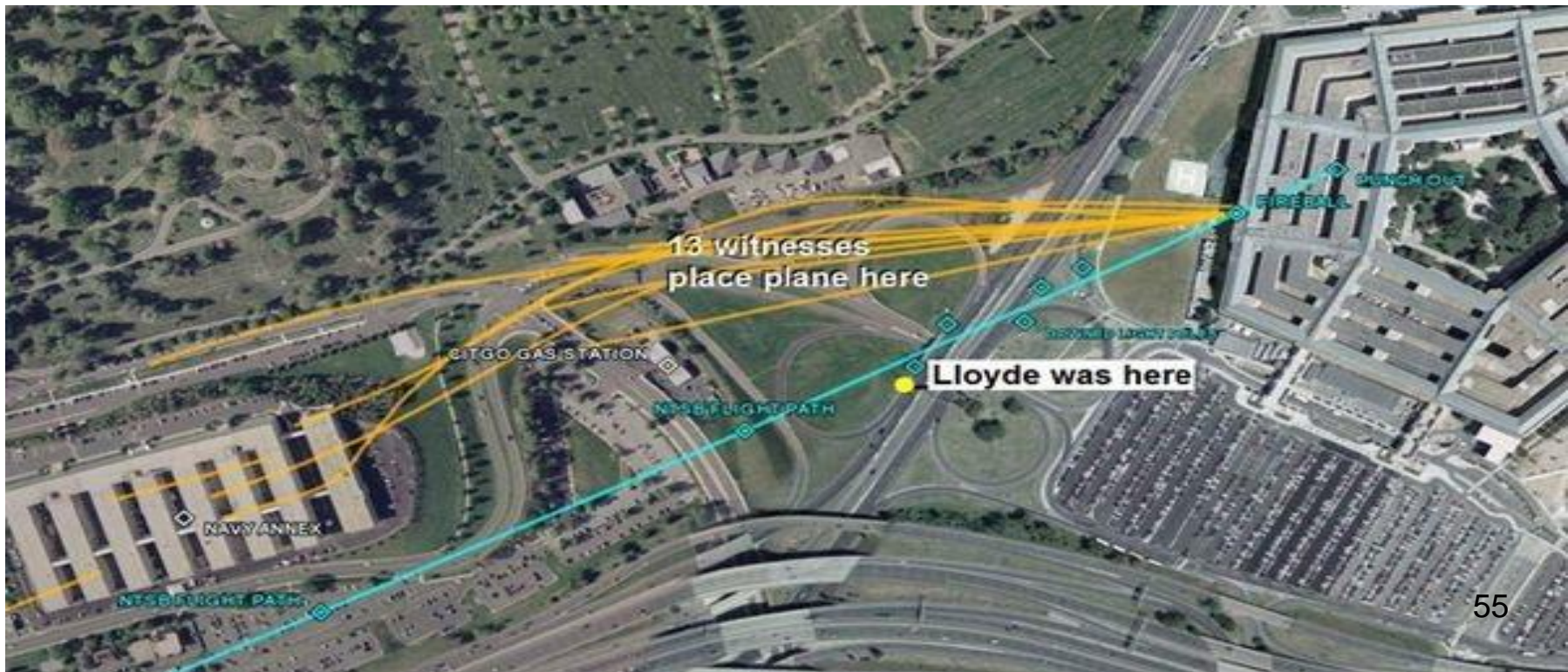


**The Radar Record Is Also
Irrelevant To What Matters --
The Last Kilometer before the Wall --
Which Was Under The Radar**

Which Leaves The Witnesses

Though you have no choice but to choose the most credible witnesses from among the approximately 180 as their Testimony is mutually exclusive -- i.e., 'It was a large plane', 'a small plane', 'a 707', 'a 737', 'a 747', a 757, an Airbus, a commuter jet able to hold 8 to 12, white vs. silver -- despite ALL the above problems with the Official Story, its advocates and those for Official Story Lite selectively choose only witnesses who support the OS, including many Movement activists who would never consider supporting the Official Story at the WTC.

**Heliport Firefighter Alan Wallace, a critically placed witness, was very clear that the plane was white and that it came in 'North of the Cloverleaf' like over a dozen other witnesses who drew the yellow plane-paths shown below, many of whom also reported it as white. The green line is the very different path for an approaching plane claimed by both the Official Story and Official Story Lite. Nothing of the plane's path close to the Pentagon was covered by Radar, as it was then flying literally 'under the Radar'.
-- Citizens Investigation Team graphic**





Witness Penny Eglas

**Also saw a *White* low-flying plane, the above piece
from which she believed must have fallen
through her car's sunroof.**

A White plane cannot be ANY American Airlines Airliner.

9/11 Pentagon Eyewitness on FOX TV With White Plane Piece He Says Fell Next to His Car



**The Official Story and
Official Story Lite
Indirectly Depend on the ‘Stand Down’ Theory,
Which Has Been Shown To Be False –
At Least for the 9:37:46 Official Story Plane
They Claim Hit the Pentagon**

The now released 9/11 Commission testimony of the “young man” who came into the White House PEOC saying the plane was 50, 30 and then 10 miles out, Douglas Cochrane, makes clear that the discussion was regarding a **shoot down** order, not a stand down order. The page of the Commission staff report on his testimony can be viewed at 53:10 min. into Part 1 of Mazzucco’s video ‘9/11: The New Pearl Harbor’. And a shoot down order **was** in fact given to Andrews AF Base fighters at 9:33.

There *Was* a Large Plane Destroyed at The Pentagon

But not at the Place along the Wall --

It was further left or North --

Or at The Time – It was Minutes Earlier

Than The Official Story or

Official Story Lite Claim.

See “Behind The Smoke Curtain”

<https://youtu.be/VXBk8JqwFlw>