

Pentagon Plane: Radar and Approach Path

Prepared for the January 31, 2018
9/11 and Other Deep State Crimes Teleconference

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Overview of the Evidence
at the Pentagon on 9/11

Overview

- Previous presentations to the 9/11 and Other Deep State Crimes Teleconference described a large plane approach to the Pentagon
 - Plane approach was criticized as “inaccurate”
 - Paths shown in previous presentations were not perfectly in-sync with each other
 - Corrected to account for a slight left bank described by many witnesses



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Overview

- This presentation will describe the entire approach path
 - Radar approaching the Arlington area
 - Approach and spiral decent
 - Impossibility of the “North of Citgo” aberration
 - Shadow captured at the Citgo security camera
 - Notched tree near Washington Boulevard
 - Lloyd’s England’s streetlight
 - Final segment impacting trailer / retaining wall



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RADAR AND THE PLANE APPROACH



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Plane Approach

- Multiple radar tracking stations corroborate a flight path toward the Pentagon
- Tight “right banking” until Bailey’s Crossroad
 - Routes 7 and 244
 - About 5 miles from Pentagon
 - Dulles flight controllers thought it to be military due to ~14,000 foot radius turn at ~350 mph
- Followed by slight left bank for final two miles



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Plane Approach

- Witnesses report flight path approaching
 - South of the Sheraton hotel
 - North of VDOT tower
 - Along Columbia Pike
- Place the plane “low” and in this area
 - Edward Paik, Terry Morin (CIT interviews)
 - Dawn Vignolia, Tim Timmerman, Steve Storti (Pentagon City)
 - Deb Anluf (Sheraton)



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Plane Approach

- Witnesses near the Pentagon talk of “left bank” or “left wing” down
- Path shown reflects this “right bank” followed by a slight “left bank”
- Frequently quoted “North of Citgo” path shown for comparison
 - Requires ~2000 foot radius turn at 500+ MPH
 - Turn would create 9 - 10 G-Force (impossible)



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Radar Data For Pentagon Plane

AA - 77 PENTAGON 11 SEP 01													
	Site	Time (Zulu)	Time (ET)	Radar Message Type	Range	Azimuth Degrees	Height	Mode 3	Mode C Altitude	Decimal Latitude	Decimal Longitude	Latitude	Longitude
473	PLA	13:33:37.805	9:33:38	Search	25.250	93.604				38.8546	-77.1660	38 51 16.657 N	077 09 57.750 W
474	PLA	13:33:49.630	9:33:50	Search	26.375	93.779				38.8520	-77.1422	38 51 07.159 N	077 08 31.922 W
475	PLA	13:34:01.720	9:34:02	Search	27.500	94.746				38.8429	-77.1190	38 50 34.532 N	077 07 08.560 W
476	PLA	13:34:13.575	9:34:14	Search	28.500	96.152				38.8298	-77.0993	38 49 47.420 N	077 05 57.476 W
477	GIB	13:34:19.480	9:34:19	Search	116.000	239.590				38.8266	-77.0855	38 49 35.753 N	077 05 07.758 W
478	PLA	13:34:25.500	9:34:25	Search	29.125	97.734				38.8154	-77.0882	38 48 55.290 N	077 05 17.643 W
479	GIB	13:34:31.430	9:34:31	Search	116.250	238.887	10000			38.8034	-77.0756	38 48 12.329 N	077 04 32.037 W
480	PLA	13:34:37.545	9:34:38	Search	29.625	99.668				38.7977	-77.0810	38 47 51.813 N	077 04 51.741 W
481	GIB	13:34:43.335	9:34:43	Search	116.750	238.535				38.7898	-77.0745	38 47 23.274 N	077 04 28.312 W
482	PLA	13:34:49.515	9:34:50	Search	29.625	101.777				38.7799	-77.0855	38 46 47.602 N	077 05 07.854 W
483	PLA	13:35:01.530	9:35:02	Search	29.125	103.711				38.7657	-77.1007	38 45 56.500 N	077 06 02.481 W
484	PLA	13:35:13.410	9:35:13	Search	28.375	105.205				38.7568	-77.1202	38 45 24.550 N	077 07 12.825 W
485	PLA	13:35:25.360	9:35:25	Search	27.500	105.557				38.7580	-77.1392	38 45 28.915 N	077 08 21.025 W
486	PLA	13:35:37.265	9:35:37	Search	26.625	105.820				38.7601	-77.1578	38 45 36.261 N	077 09 28.208 W
487	PLA	13:35:49.145	9:35:49	Search	26.000	104.678				38.7713	-77.1677	38 46 16.673 N	077 10 03.615 W
488	PLA	13:36:00.960	9:36:01	Search	25.500	102.832				38.7867	-77.1737	38 47 12.249 N	077 10 25.373 W
489	PLA	13:36:12.875	9:36:13	Search	25.375	100.635				38.8031	-77.1720	38 48 11.041 N	077 10 19.130 W
490	PLA	13:36:24.715	9:36:25	Search	25.500	99.141				38.8136	-77.1668	38 48 48.867 N	077 10 00.656 W
491	PLA	13:36:36.555	9:36:37	Search	26.000	97.031				38.8280	-77.1533	38 49 40.715 N	077 09 12.011 W
492	PLA	13:36:48.395	9:36:48	Search	26.750	95.801				38.8359	-77.1360	38 50 09.147 N	077 08 09.670 W
493	PLA	13:37:00.275	9:37:00	Search	27.625	93.779				38.8505	-77.1156	38 51 01.737 N	077 06 56.106 W
494	PLA	13:37:12.190	9:37:12	Search	28.625	92.900				38.8566	-77.0937	38 51 23.672 N	077 05 37.274 W
495	PLA	13:37:35.890	9:37:36	Search	30.000	91.055				38.8714	-77.0635	38 52 16.862 N	077 03 48.703 W
496	PLA	13:37:47.800	9:37:48	Search	30.125	91.406				38.8682	-77.0610	38 52 05.584 N	077 03 39.502 W
497													

WTC AC#1 WTC AC#2 Pentagon AC Pittsburgh AC



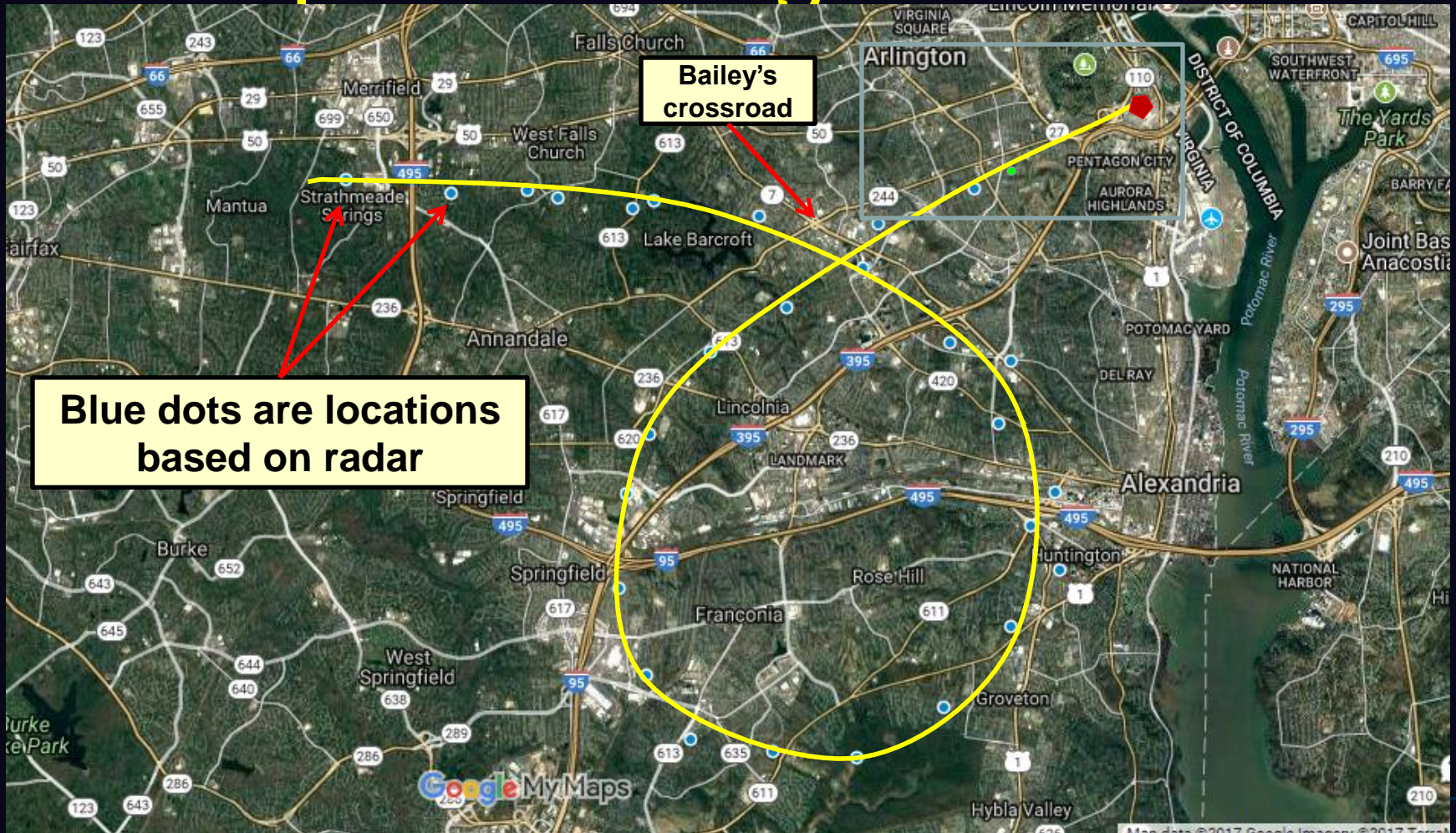
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Lat/Long Radar Data on Google Map for Pentagon Aircraft

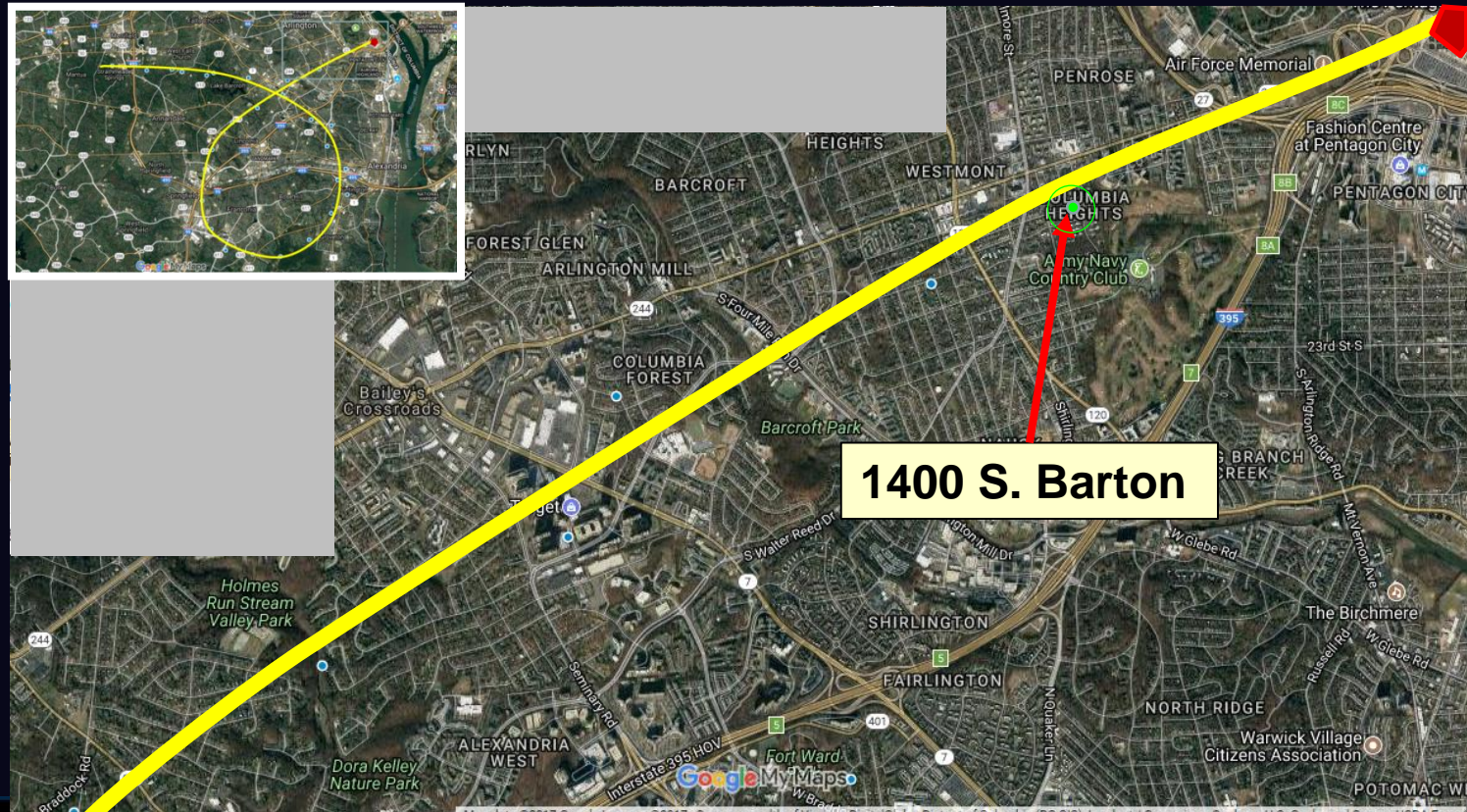


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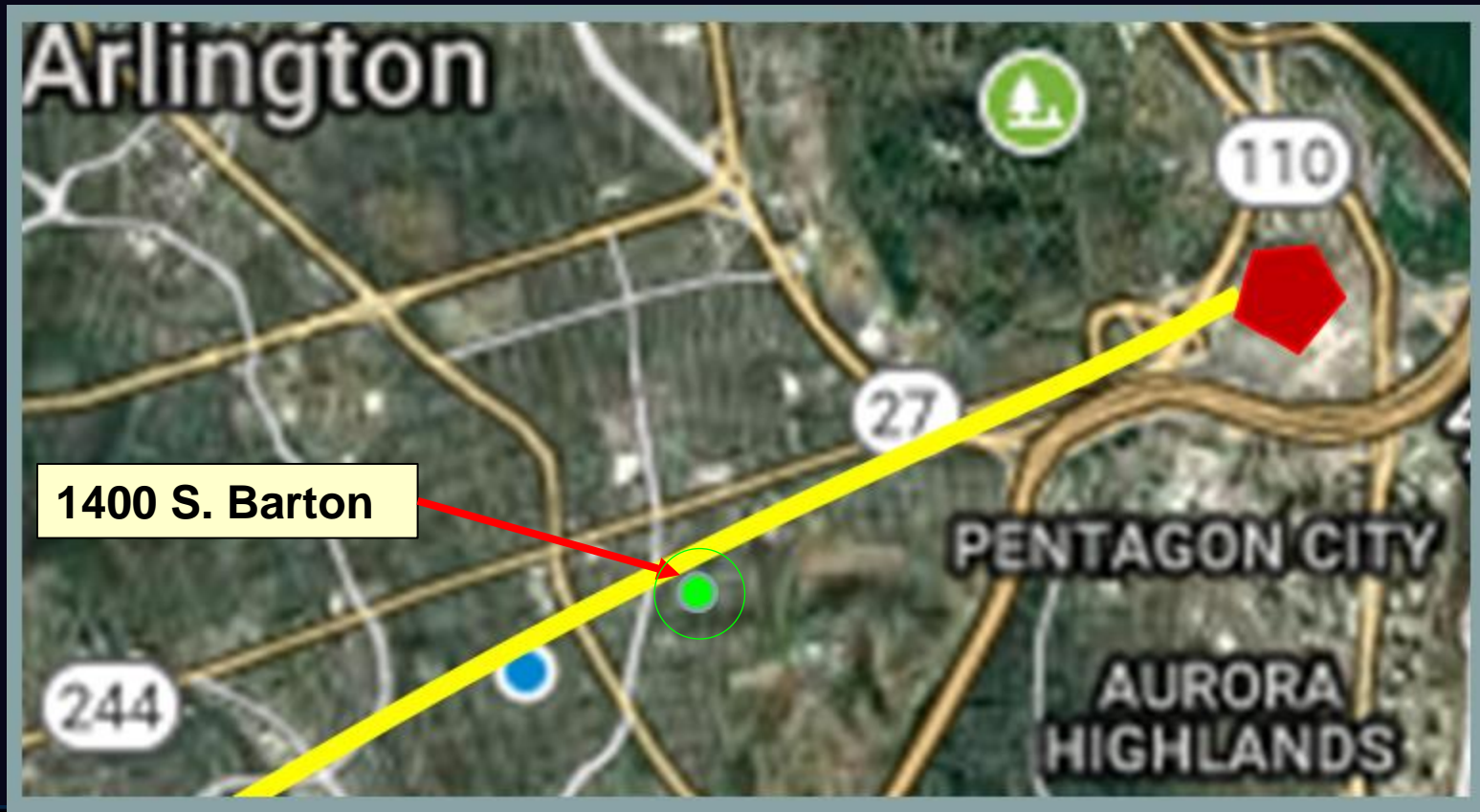
Thomas Trapasso's address at 1400 S. Barton. He said he was sitting on his deck when the plane flew over him at "treetop" level (or 300 ft)



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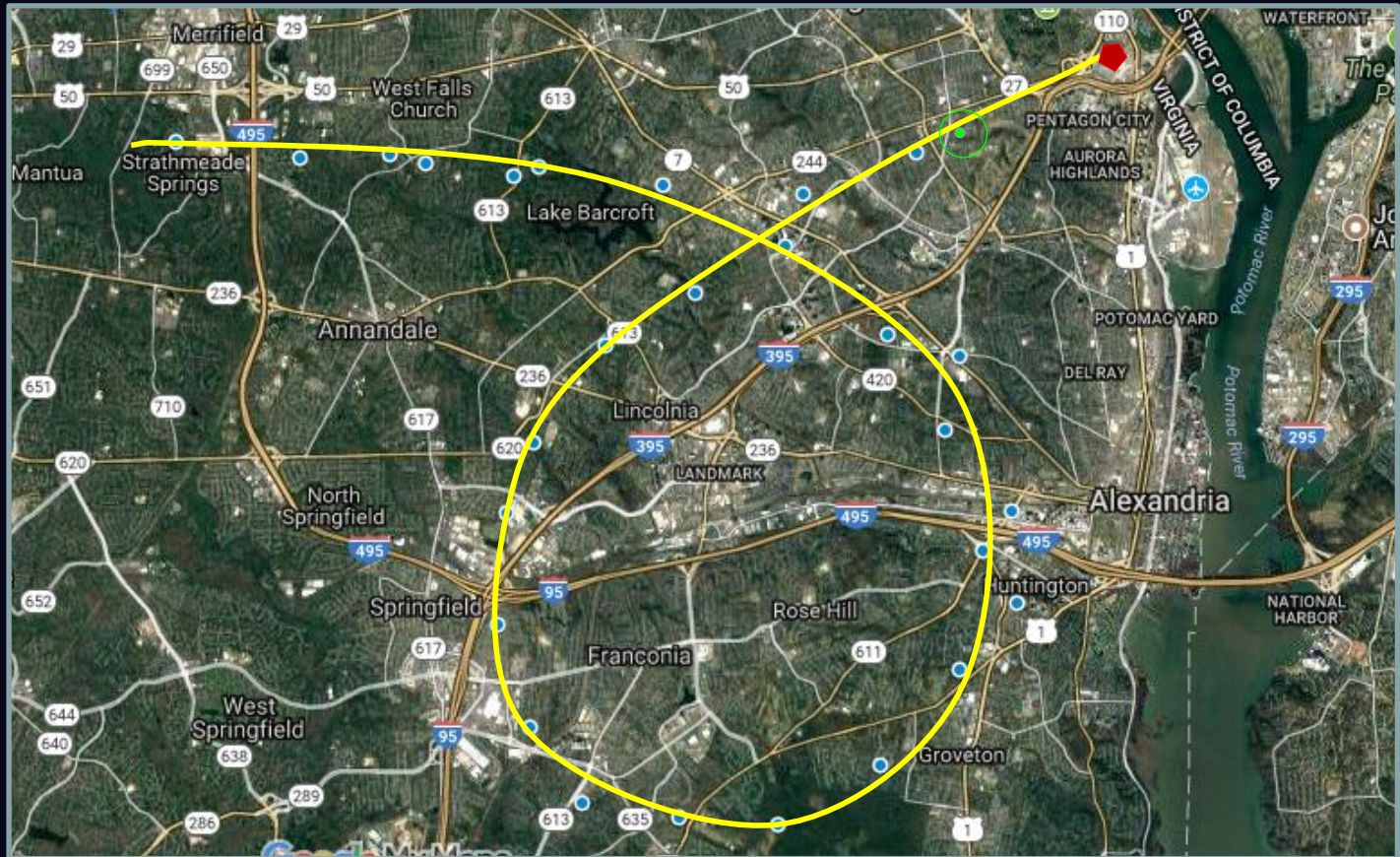
Path Extrapolated from Radar Data to Pentagon



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Lat/Long Radar Data on Google Map for Pentagon Aircraft



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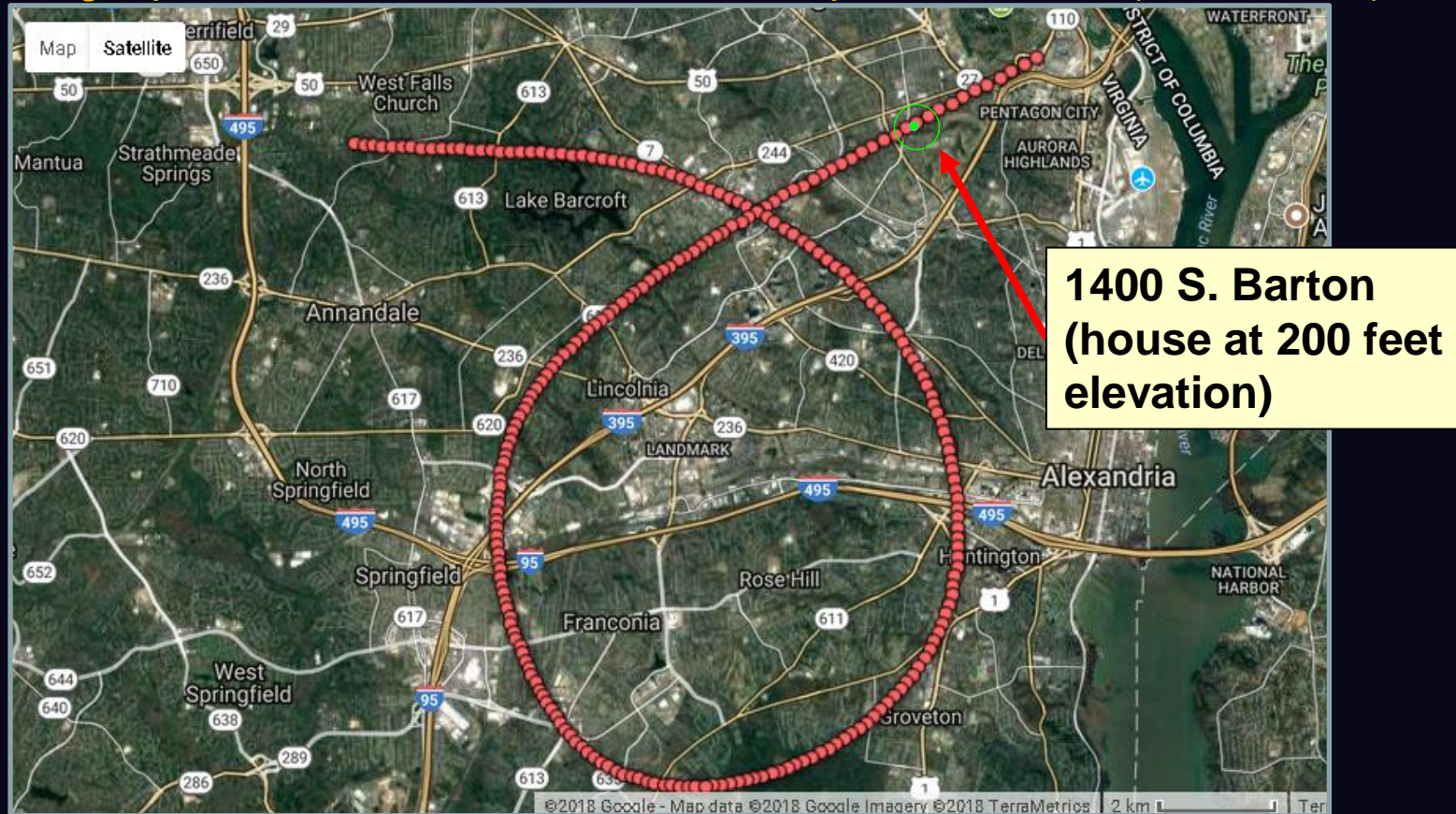


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Lat/Long Radar Data on Google Map From Flight Data Recorder

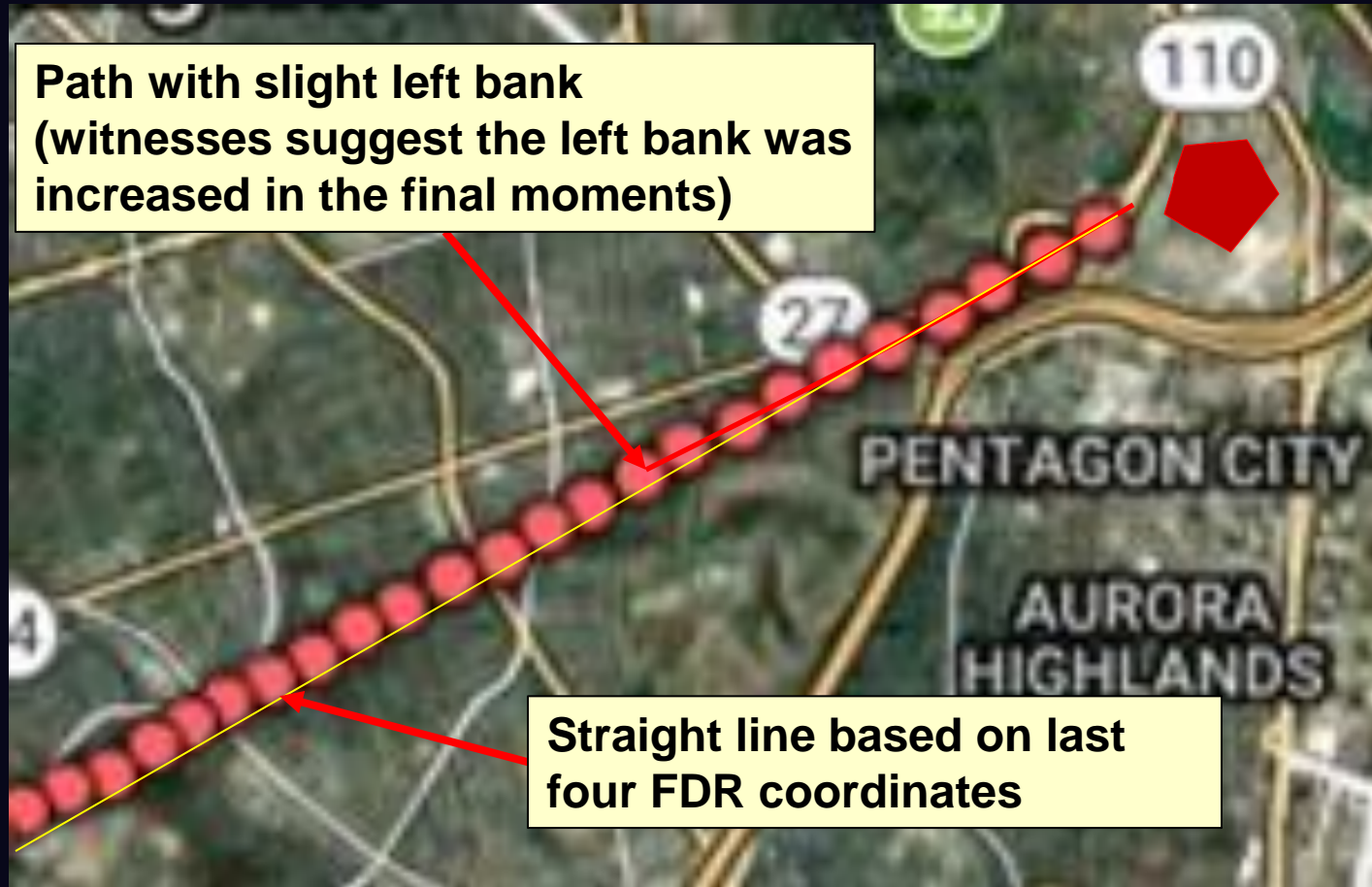
FDR records flight path at 786 feet near Thomas Trapasso's house (raw altitude)



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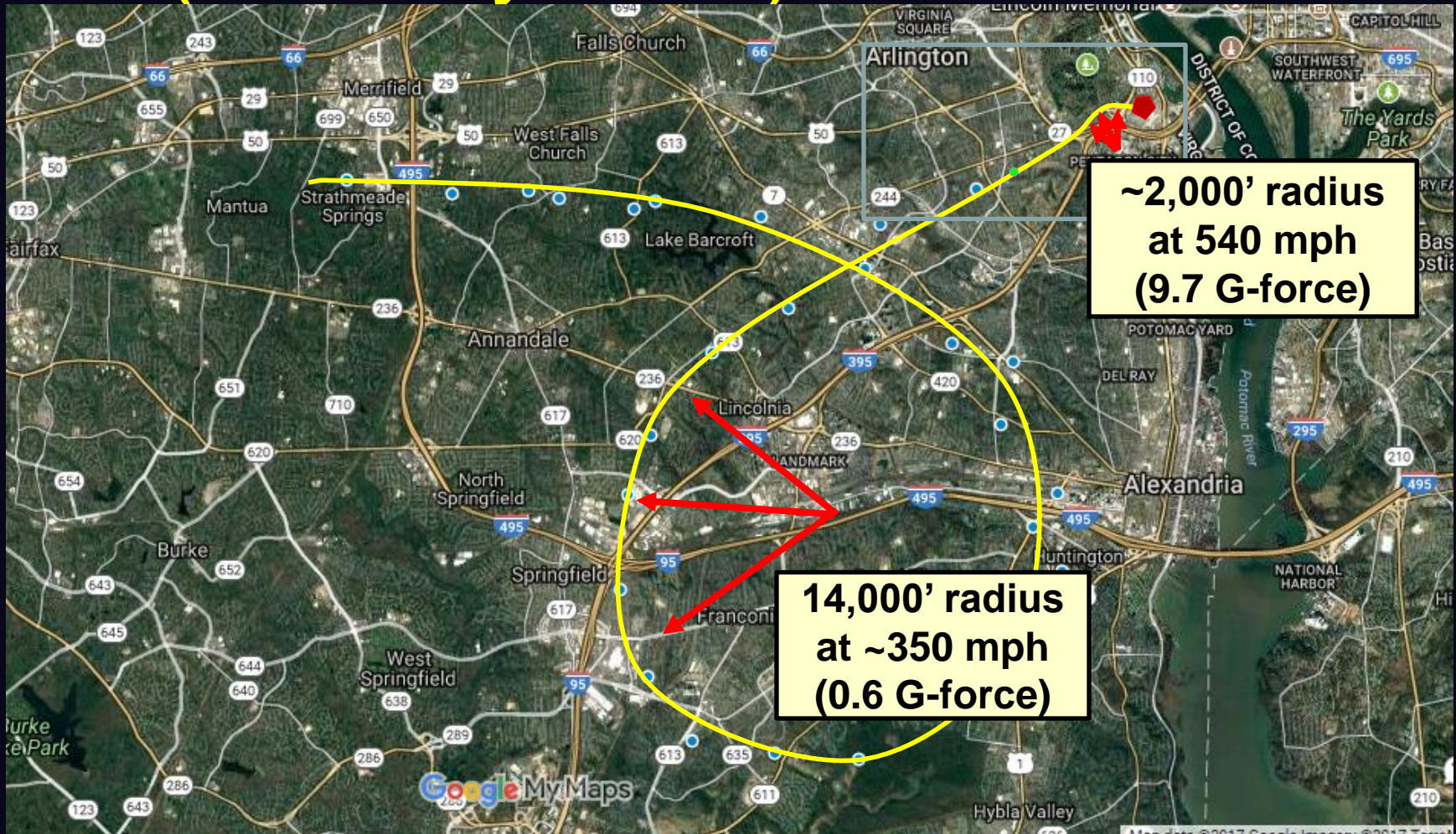
Slight Left Bank for Final Two Miles



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Showing CIT's Sgt. Lagasse's ("Bet-My-Life") NOC Path

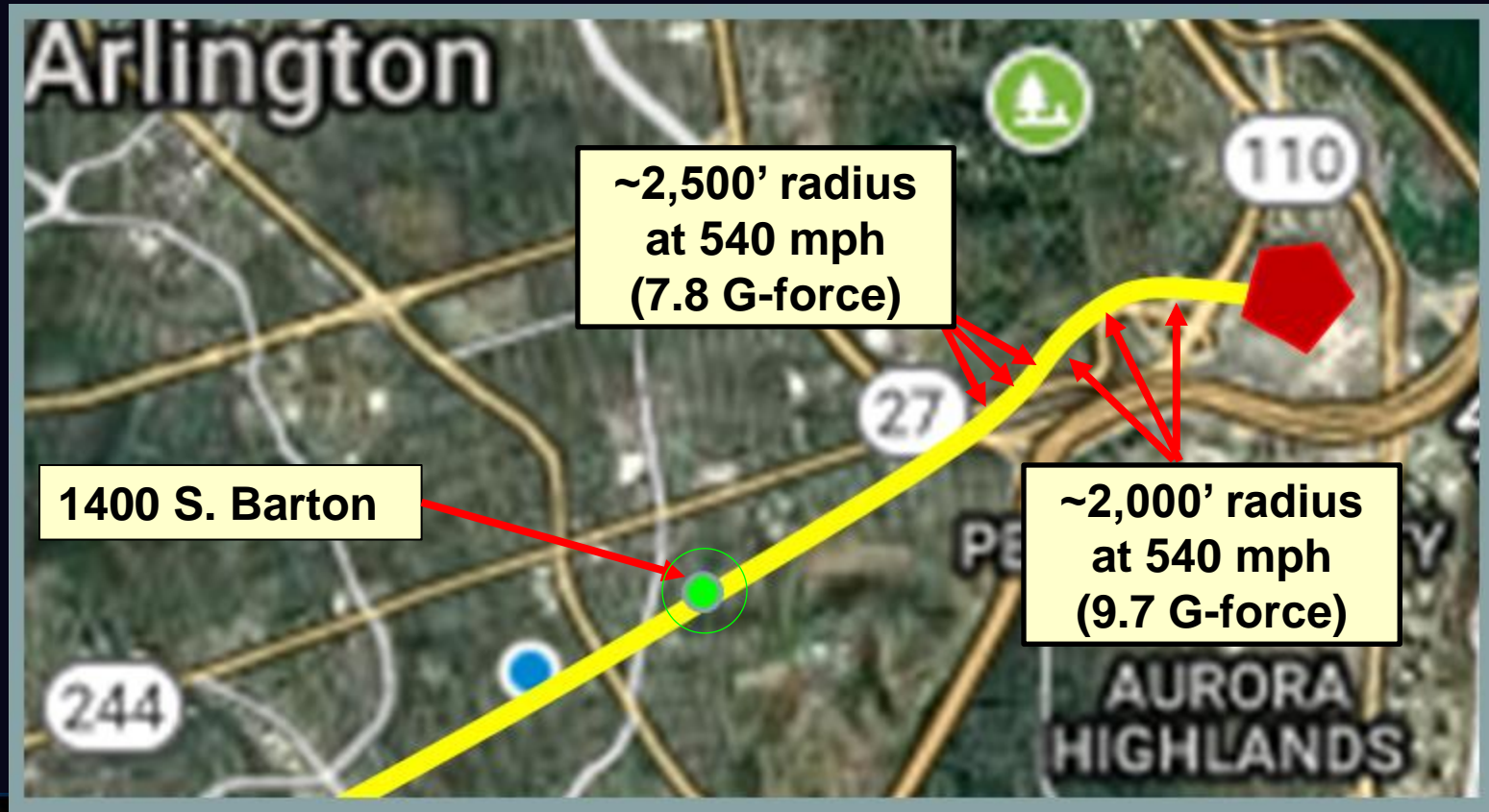


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Showing CIT's Sgt. Lagasse's ("Bet-My-Life") NOC Path

Radius of a North-of-Citgo flight path would be approximately 2000 feet.
This would mean centripetal forces of 9 to 10 G – which would be impossible.



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COMMENTS ABOUT SLIGHT LEFT TURN



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Albert Hemphill

*From the view of the Navy Annex: ... I walked in the office and stood peering out of the window looking at the Pentagon. As I stood there, I instinctively ducked at the extremely loud roar and whine of a jet engine spooling up. Immediately, the large silver cylinder of an aircraft appeared in my window, coming over my right shoulder as I faced the Westside of the Pentagon directly towards the heliport. The aircraft, looking to be either a 757 or Airbus, seemed to come directly over the annex ... **He was slightly left wing down as he appeared in my line of sight** ... As he crossed Route 110 he appeared to level his wings, making a slight right wing slow adjustment as he impacted low on the Westside of the building to the right of the helicopter, tower and fire vehicle around corridor 5. What instantly followed was a large yellow fireball accompanied by an extremely bass sounding, deep thunderous boom.*



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Mary Ann Owens

*Mary Ann Owens, a journalist with Gannett News ... The sound of sudden and certain death roared in my ears as I sat lodged in gridlock on Washington Boulevard, next to the Pentagon on September 11 ... with the worse-than-normal traffic snarl ... but it wasn't until I heard the demon screaming of that engine that I expected to die. ... Looking up didn't tell me what type of plane it was because it was so close I could only see the bottom. Realizing the Pentagon was its target, I didn't think the careering, full-throttled craft would get that far. Its downward angle was too sharp, its elevation of maybe 50 feet, too low. Street lights toppled ... Once it passed, I raised slightly and grimaced as the **left wing dipped and scraped the helicopter area** just before the nose crashed into the southwest wall of the Pentagon.*



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Jack Singleton

“Where the plane came in was really at the construction entrance,” says Jack Singleton, president of Singleton Electric Co. Inc., Gaithersburg MD, the Wedge One electrical subcontractor. “The plane’s left wing actually came in near the ground and the right wing was tilted up in the air. That right wing went directly over our trailer, so if that wing had not tilted up, it would have hit the trailer. My foreman, Mickey Bell, had just walked out of the trailer and was walking toward the construction entrance.”

Note: Most likely, Jack Singleton was not a direct witness to the event, but is rather recounting what was reported to him.



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Steve Storti

*He looked up to see a passenger plane with the trademark stainless-steel fuselage and stripes of American airlines. It was way off the normal flight pattern for Reagan National, said Storti, who had been living in the Crystal City section of Arlington for about two years. The plane was also alarmingly low, passing behind nearby apartment buildings that were only several stories high... Time seemed to slip into slow motion as he watched the plane cross over Route 395, **tip its left wing as it passed the Navy annex, veer sharply and then slice into the Pentagon.***



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Steve Anderson

*I witnessed the jet hit the Pentagon on September 11. From my office on the 19th floor of the USA TODAY building in Arlington, Va., I have a view of Arlington Cemetery, Crystal City, the Pentagon, National Airport and the Potomac River. ... I heard jet engines pass our building, which, being so close to the airport is very common. But I thought the airport was closed. I figured it was a plane coming in for landing. A few moments later, as I was looking down at my desk, the plane caught my eye. It didn't register at first. I thought to myself that I couldn't believe the pilot was flying so low. Then it dawned on me what was about to happen. I 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.*



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Madelyn Zakhem

Madelyn ... showed us where she was sitting when she saw the plane ... the plane skimmed over ... a small two story brick unit ...

*Her account placed the plane "inches" from the roof of this small building. **With the left tilted down ...***



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Penny Elgas

Traffic was at a standstill. I heard a rumble, looked out my driver's side window and realized that I was looking at the nose of an airplane coming straight at us from over the road, Columbia Pike, that runs perpendicular to the road I was on. The plane just appeared there- very low in the air, to the side of (and not much above) the CITGO gas station ... I saw the plane coming in slow motion toward my car and then it banked in the slightest turn in front of me, toward the heliport. ...and about 4-5 car lengths in front of me. It was far enough in front of me that I saw the end of the wing closest to me and the underside of the other wing as that other wing rocked slightly toward the ground.



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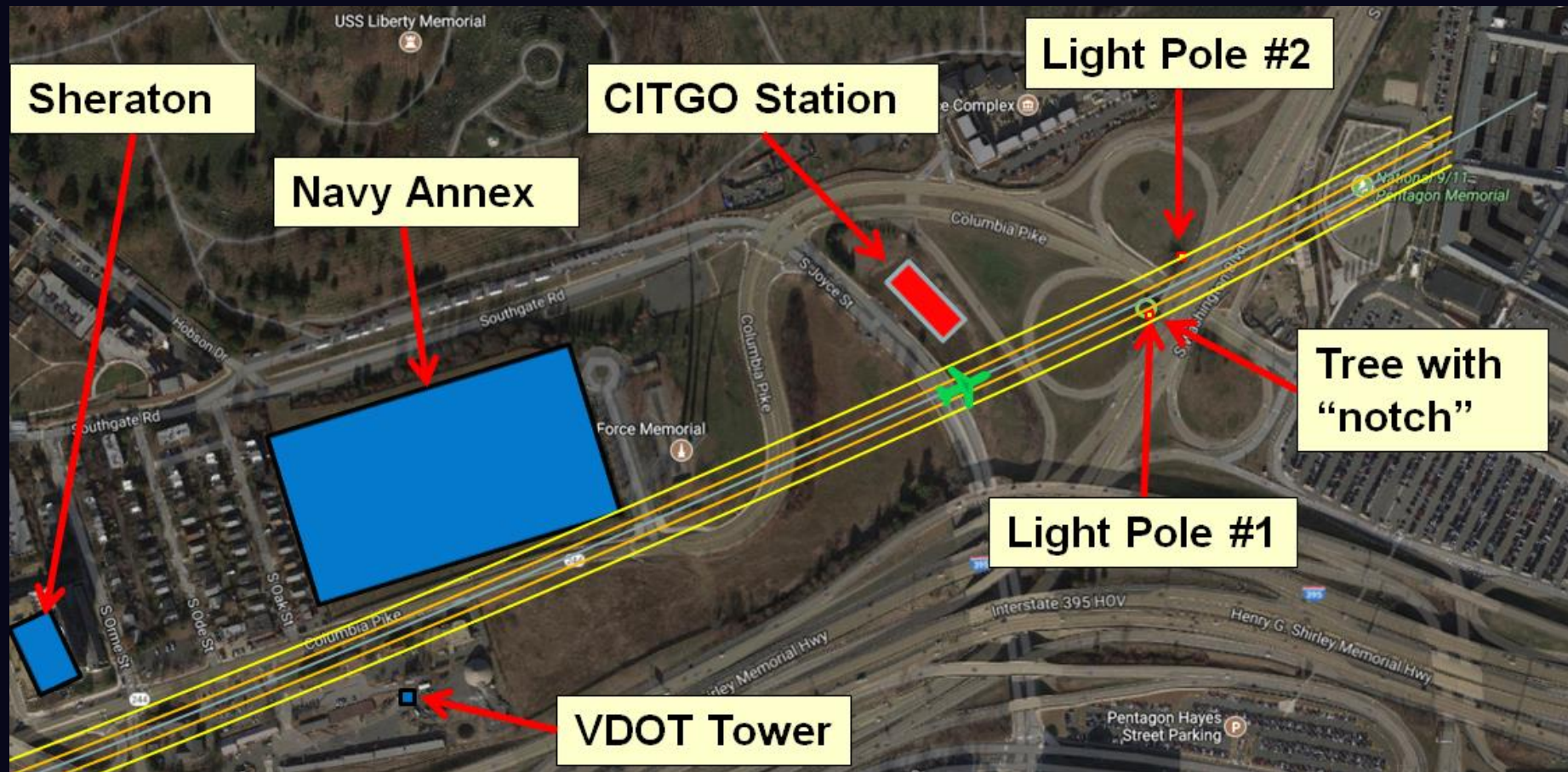
LAST MILE



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Last Mile of Plane Path With Area Swept by Wings Shown



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Location of Tree and Light Pole 1



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Location of Light Pole 2



Image capture: Jun 2008 © 2018 Google



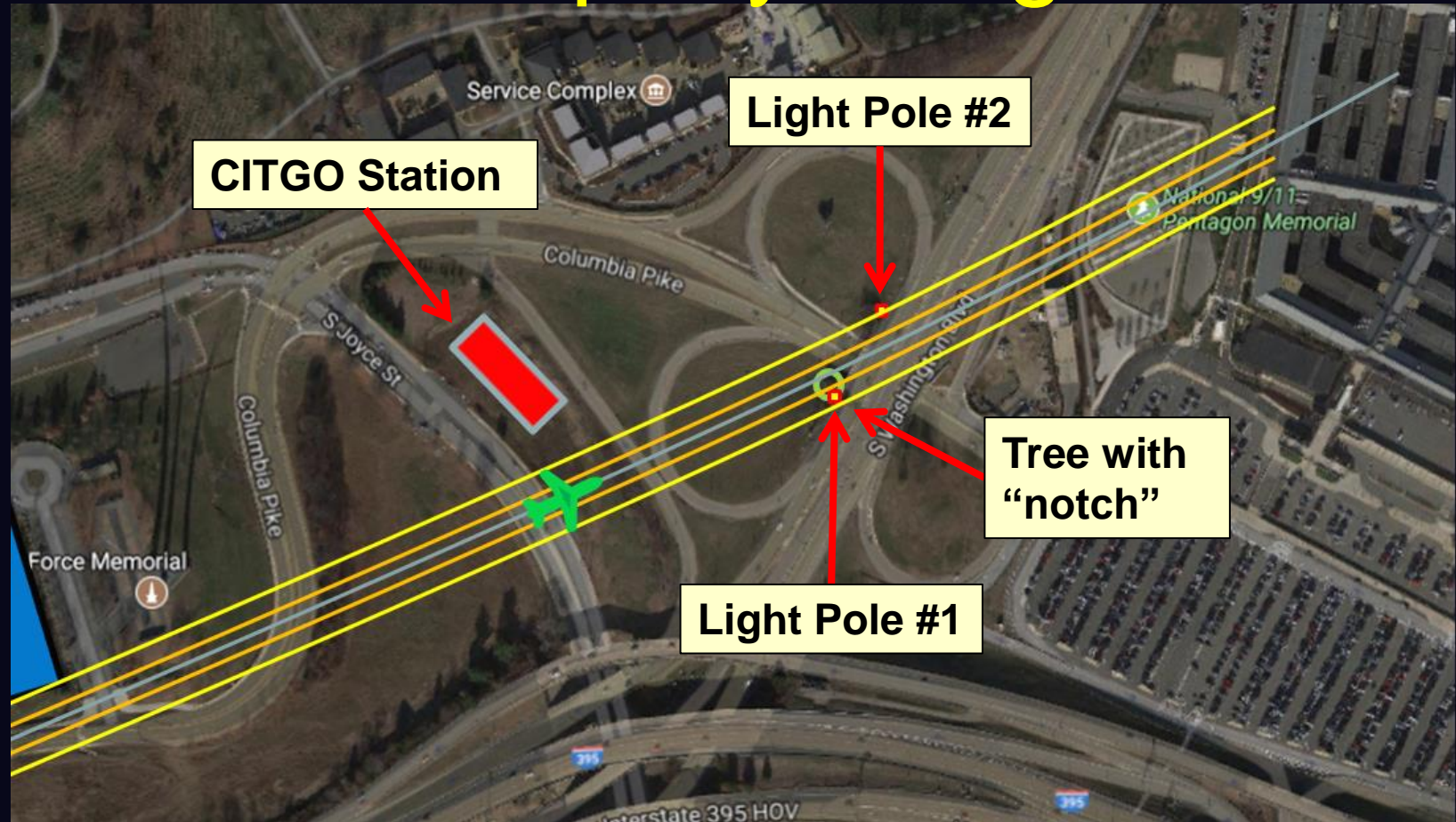
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Last Half Mile of Plane Path With Area Swept by Wings Shown



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CITGO SECURITY CAMERA



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Released Videos Related to the Pentagon on 9/11

- Two Pentagon security gate cameras
 - Includes “famous” five frames
 - Detailed analysis verifies their authenticity
- Double tree security cameras
 - Topography prevents discernable view of plane approach and impact
 - Shows fireball and not much else
- Citgo security camera



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Location of CITGO Station



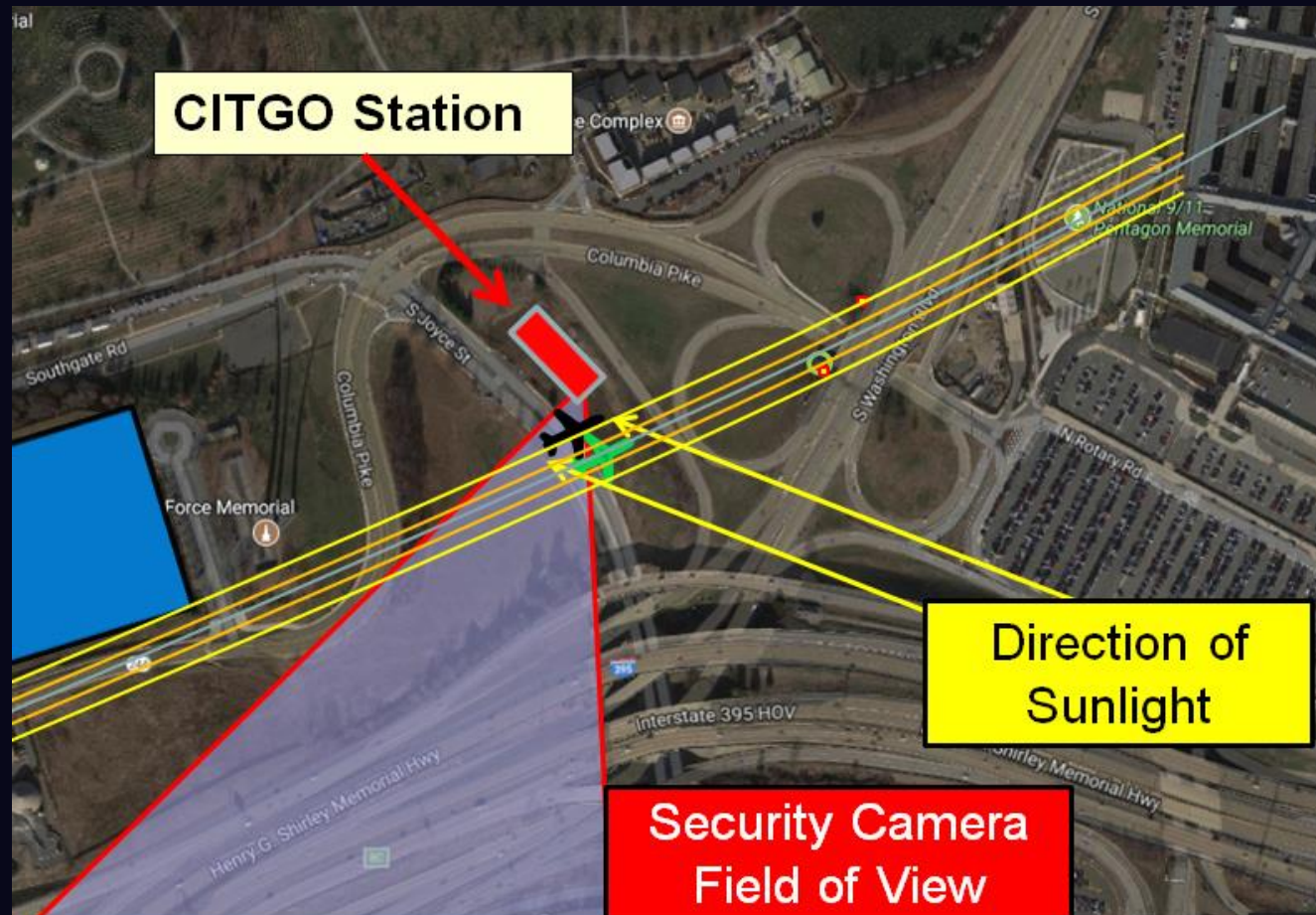
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Orientation of Plane and Shadow



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With The Shadow

Shrubs present in the gaps between the halves of the shadow – always appear white



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Without The Shadow



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TREE NOTCH



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Tree Notch

- Tree along the flight path exhibits a significant notch after the plane passes
 - Just before the street lamps were knocked down
 - Pre and post 9/11 photos verify the 9/11 notch
- Presence of notch defines the location of the right engine at this location
- Consistent with street lamp damage
- Photos show stripped and cut branch ends



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“Notched Tree” as Seen Along Flight Path



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“Notched Tree” as Seen Along Flight Path

Tree notch



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“Notched Tree” as Seen Along Approximate Flight Path

Tree notch



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“Notched Tree” Showing Stripped and Cut Branches

Stripped and cut branches



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“Notched Tree” as Seen From Citgo Station –9/11



Tree
with
notch

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“Notched Tree” as Seen From Citgo Station –9/11



Tree
with
notch



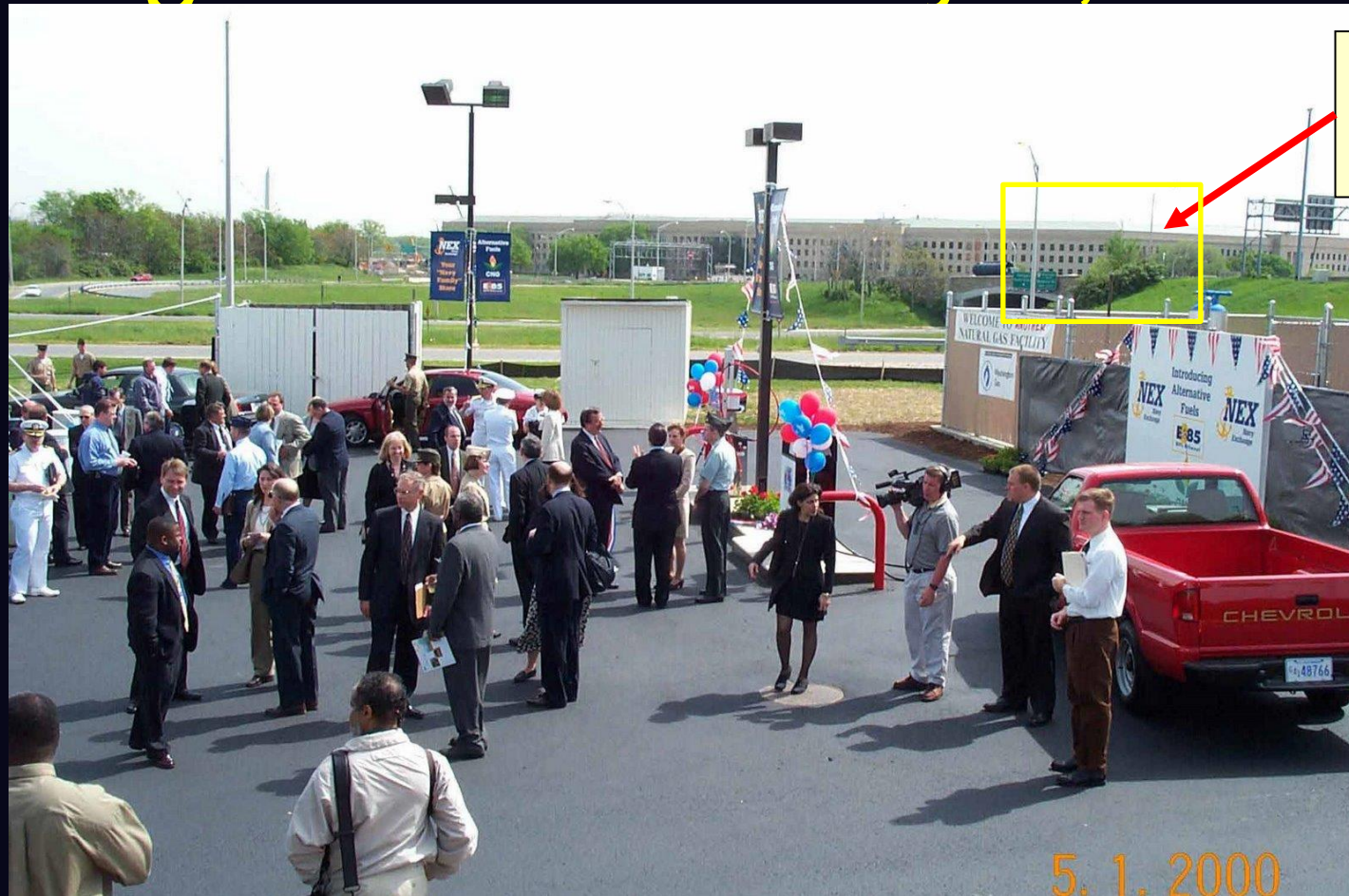
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“Notched Tree” as Seen From Citgo Station – May 1, 2000



Tree
without
notch



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“Notched Tree” as Seen From Citgo Station – May 1, 2000



Tree
without
notch



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LLOYD'S TAXICAB



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Lloyd's Taxicab

- Review the Lloyd Taxicab incident:

When treated as an accident scene using the physics of motion, the location of the taxi and debris supports Lloyd's "Survivor Fund" statement.

The location of debris from light pole #1 and #2 is documented in the photographic record.

A location of the debris from light pole #1 and #2 is consistent with a high speed impact at a point below the attachment point of the lamp support arms.



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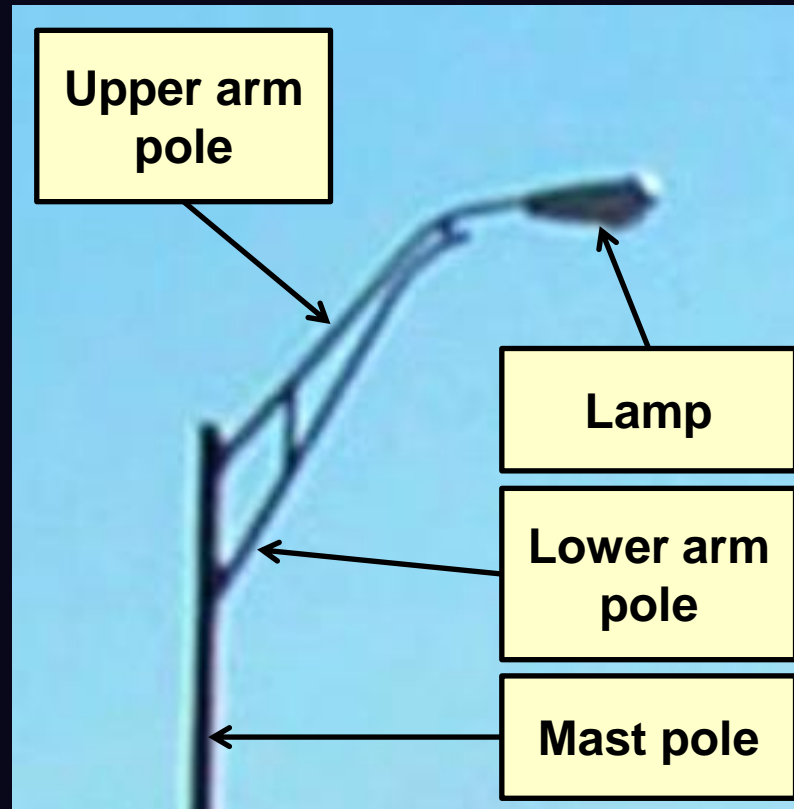


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Nomenclature: Lamp Post Parts

“Upper arm,” “lower arm” and “mast” parts can correctly be called a “pole”



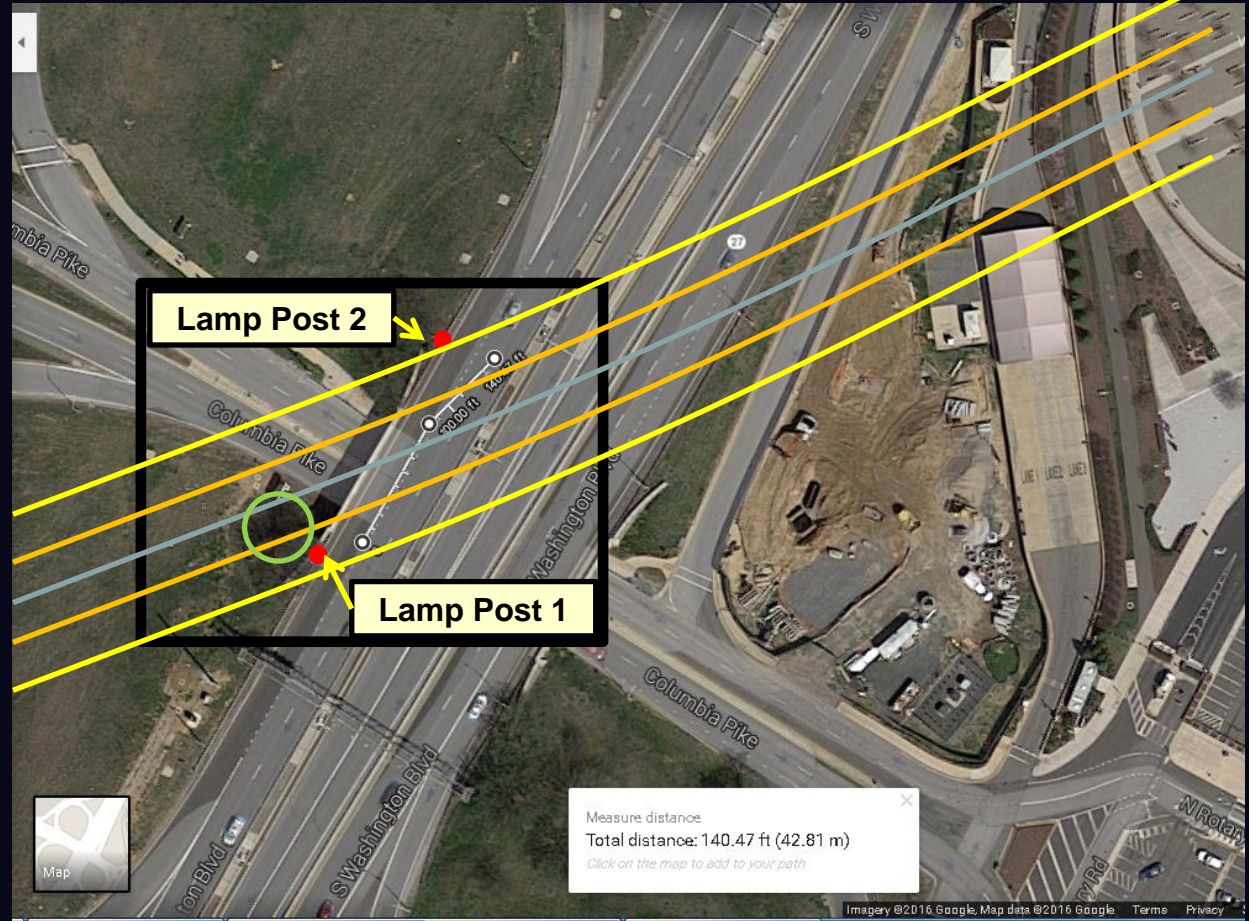
Source: Extracted from photo by Cpl. Jason Ingersoll on 9/11



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Approx. Impact with Lamp Post 1&2



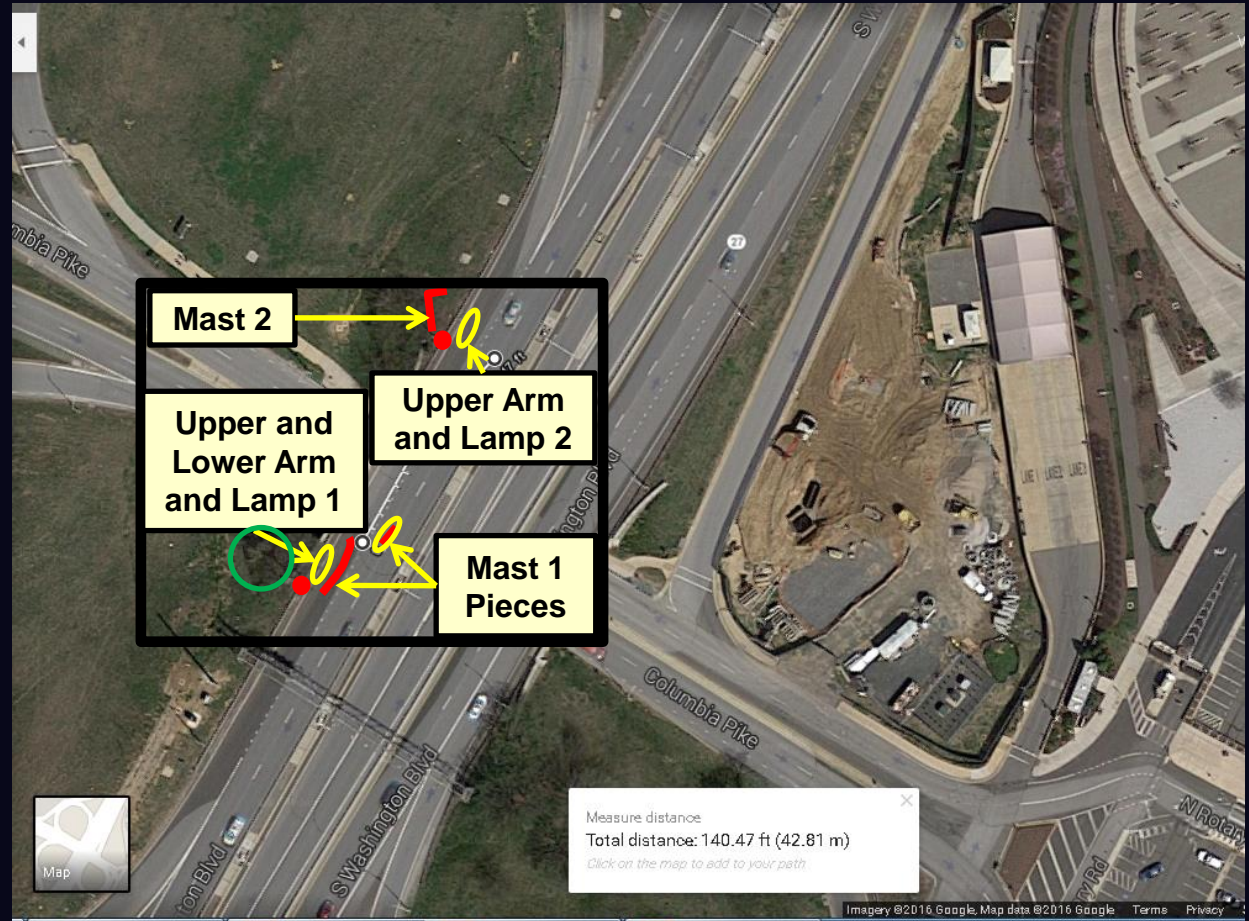
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Location of Lamp Post Debris

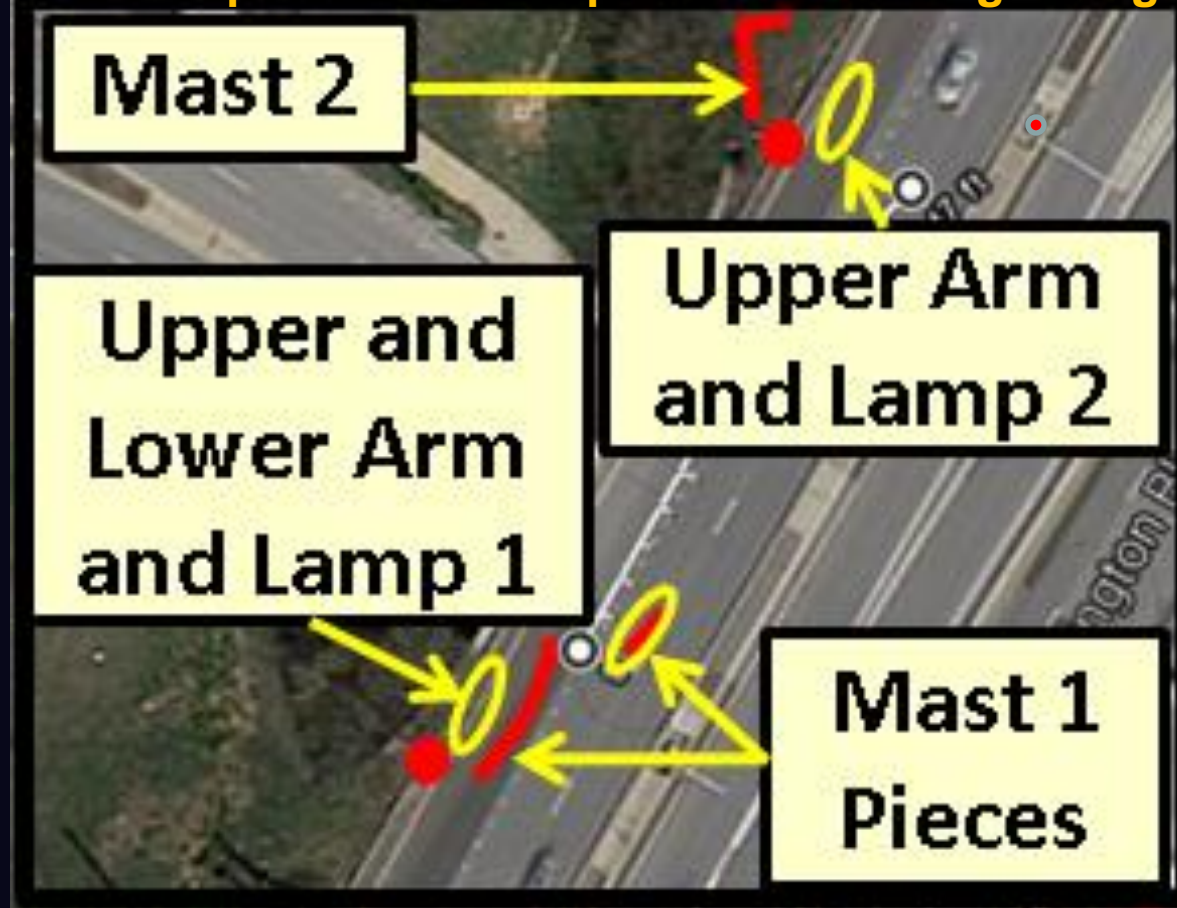


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Location of Lamp Post Debris

Position of the plane can be imputed from damage to light poles



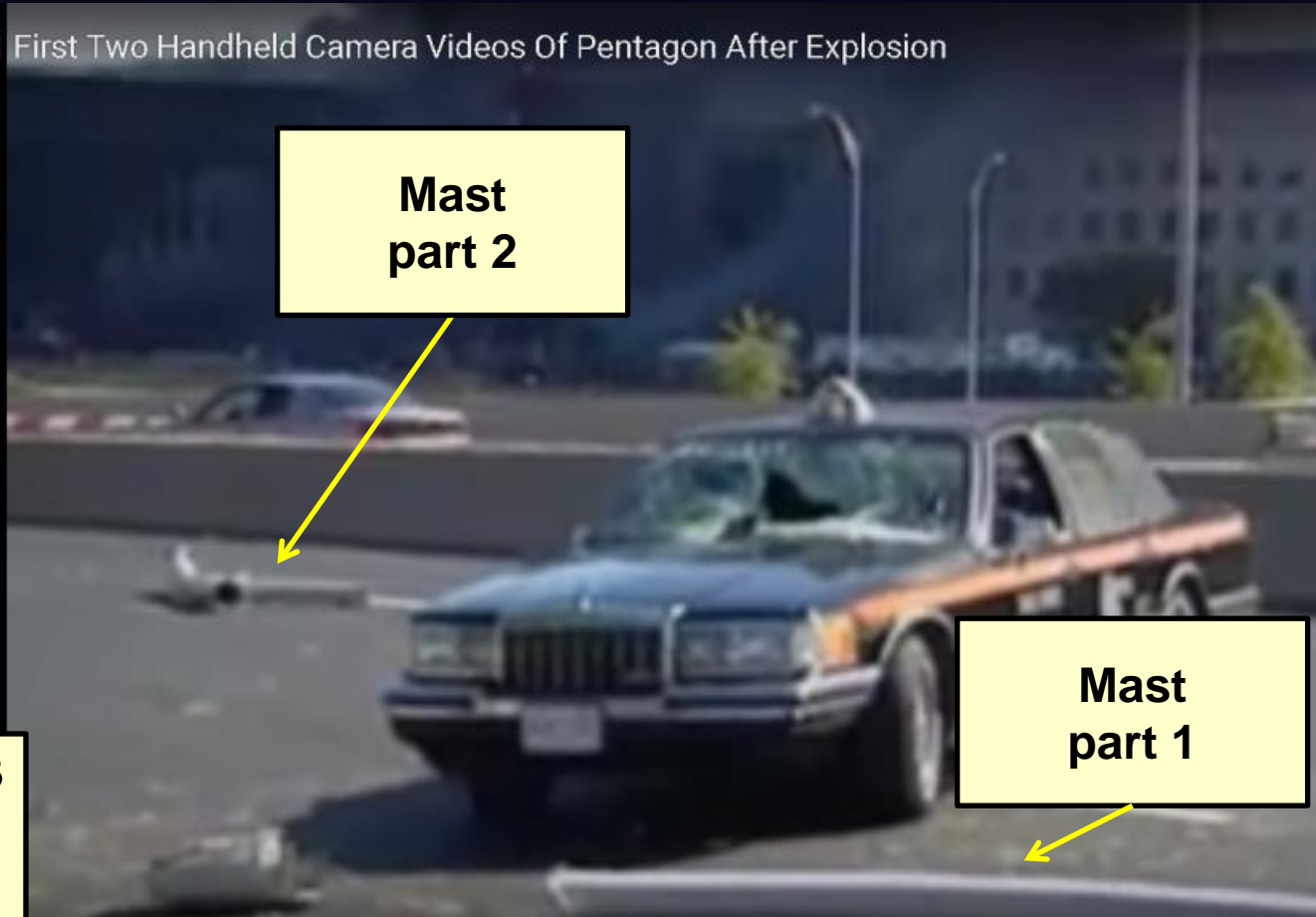
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Mast Parts 1 and 2 for Lamp Post 1

Lamp post #1 severed into three pieces – indicating solid impact with wing spar

9/11 First Two Handheld Camera Videos Of Pentagon After Explosion



Note: Mast part 3
would be seen
near fog line



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Lamp Post #2 Mast No Good Close-up Photos

Lamp post #2 not severed – but bent – indicating a glancing blow from wing tip



Lamp Post #2 Mast



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Pentagon Plane: Radar and Approach Path

THE PENTAGON TERMINUS OF THE FLIGHT PATH



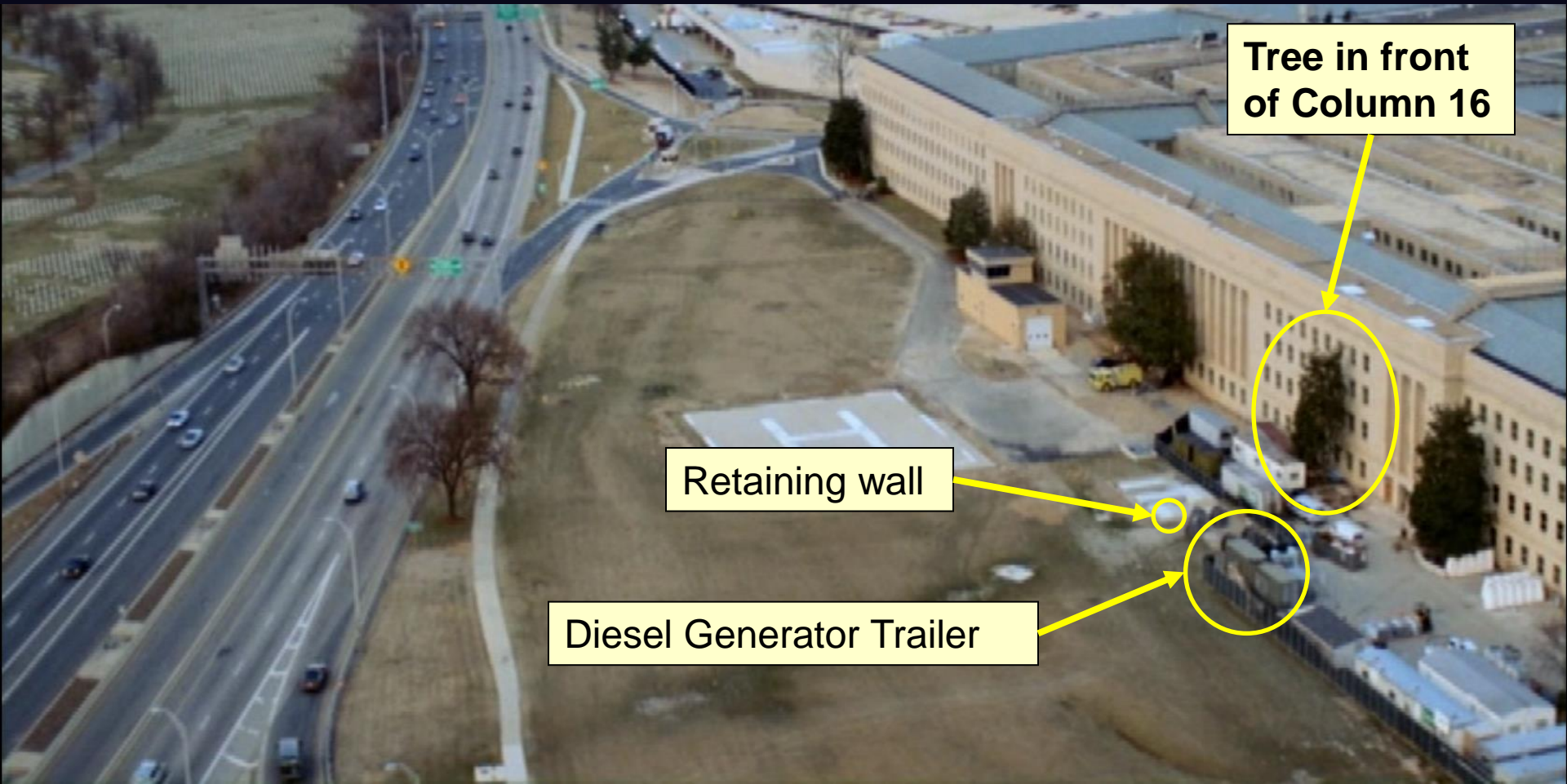
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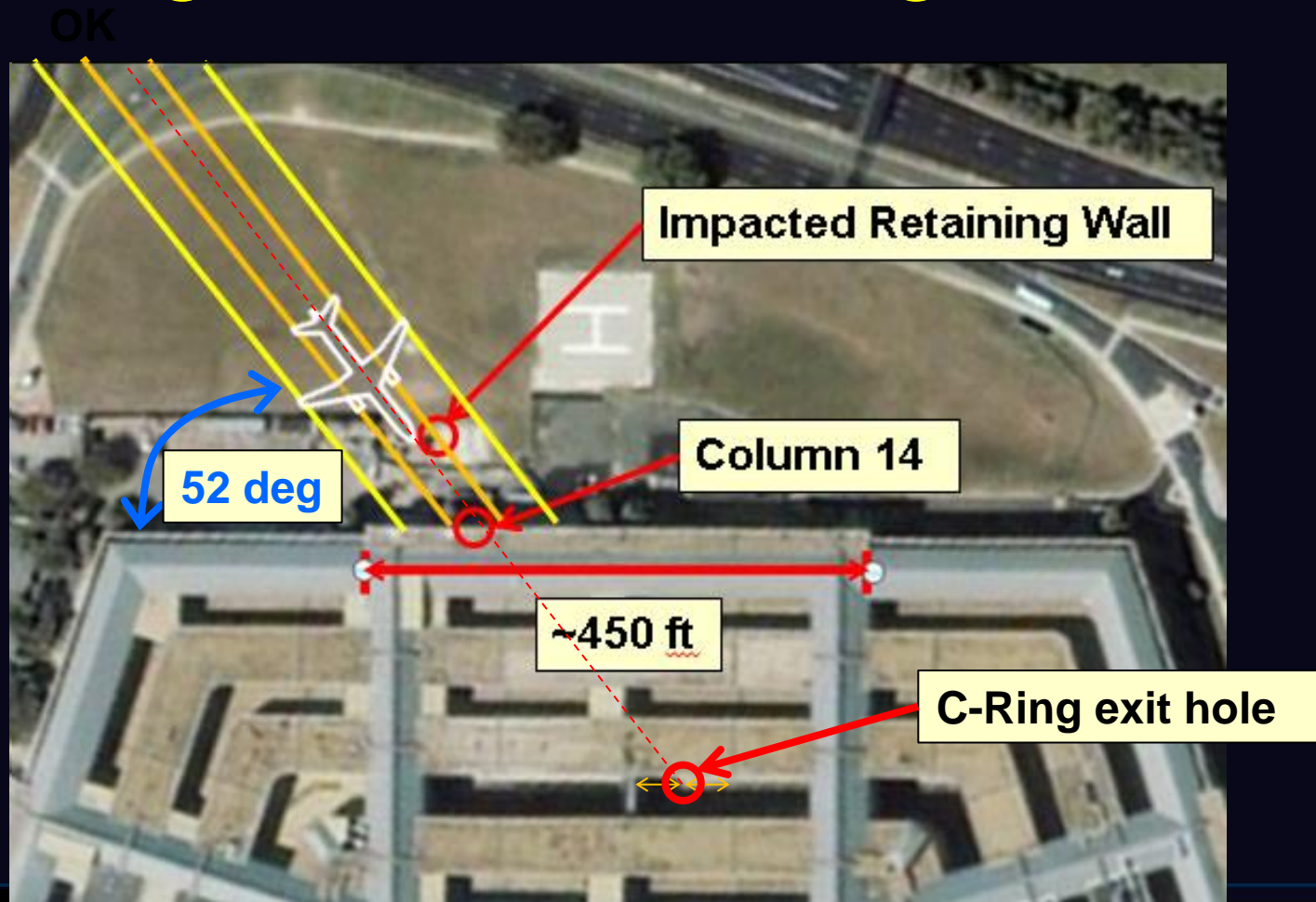
West Wall of the Pentagon Before 9/11



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Impact at 52 Degrees Consistent with Damage Path to C-Ring Exit Hole

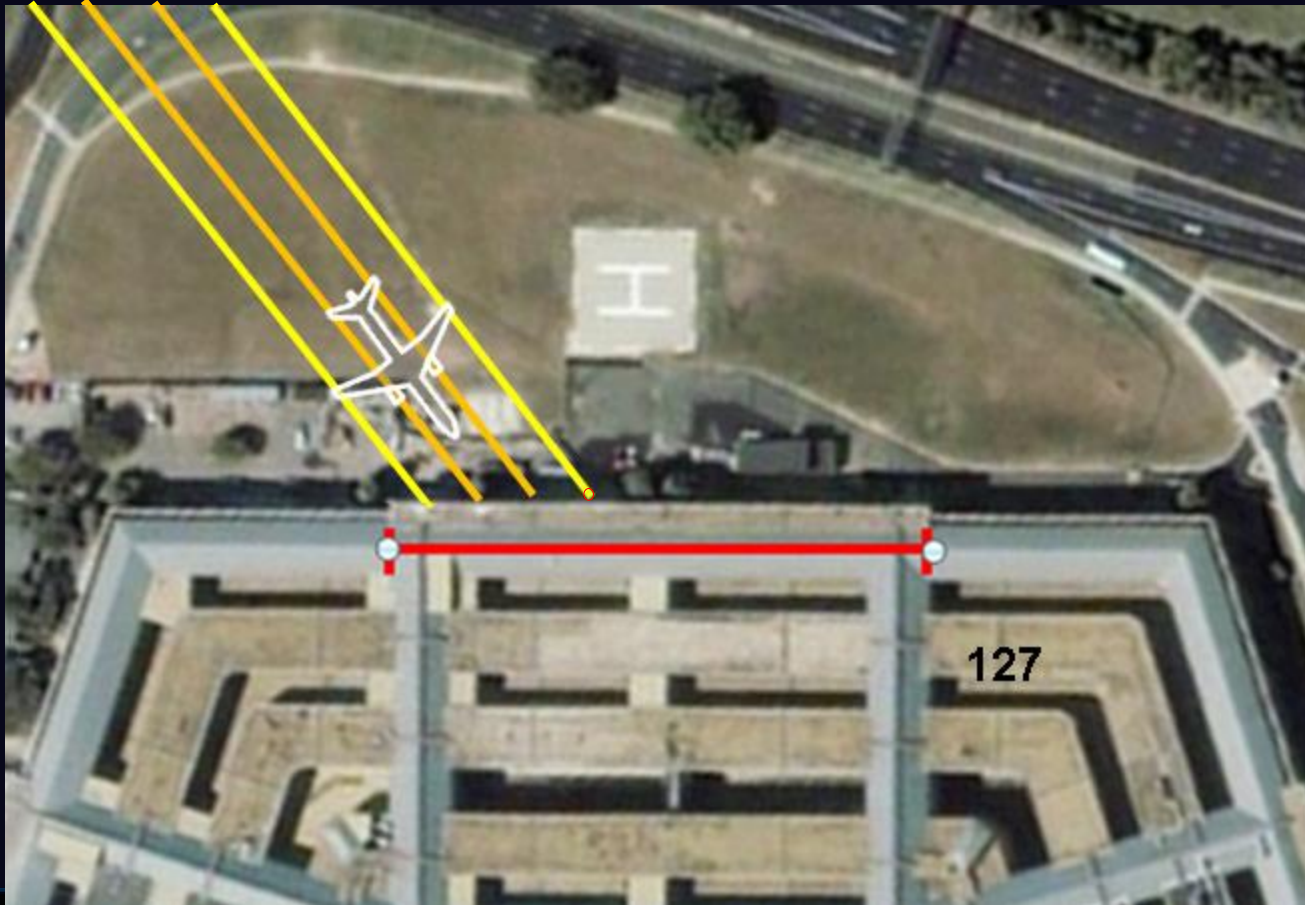


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Hits Diesel Generator Trailer

Impact with diesel generator validates location of right engine along identified path



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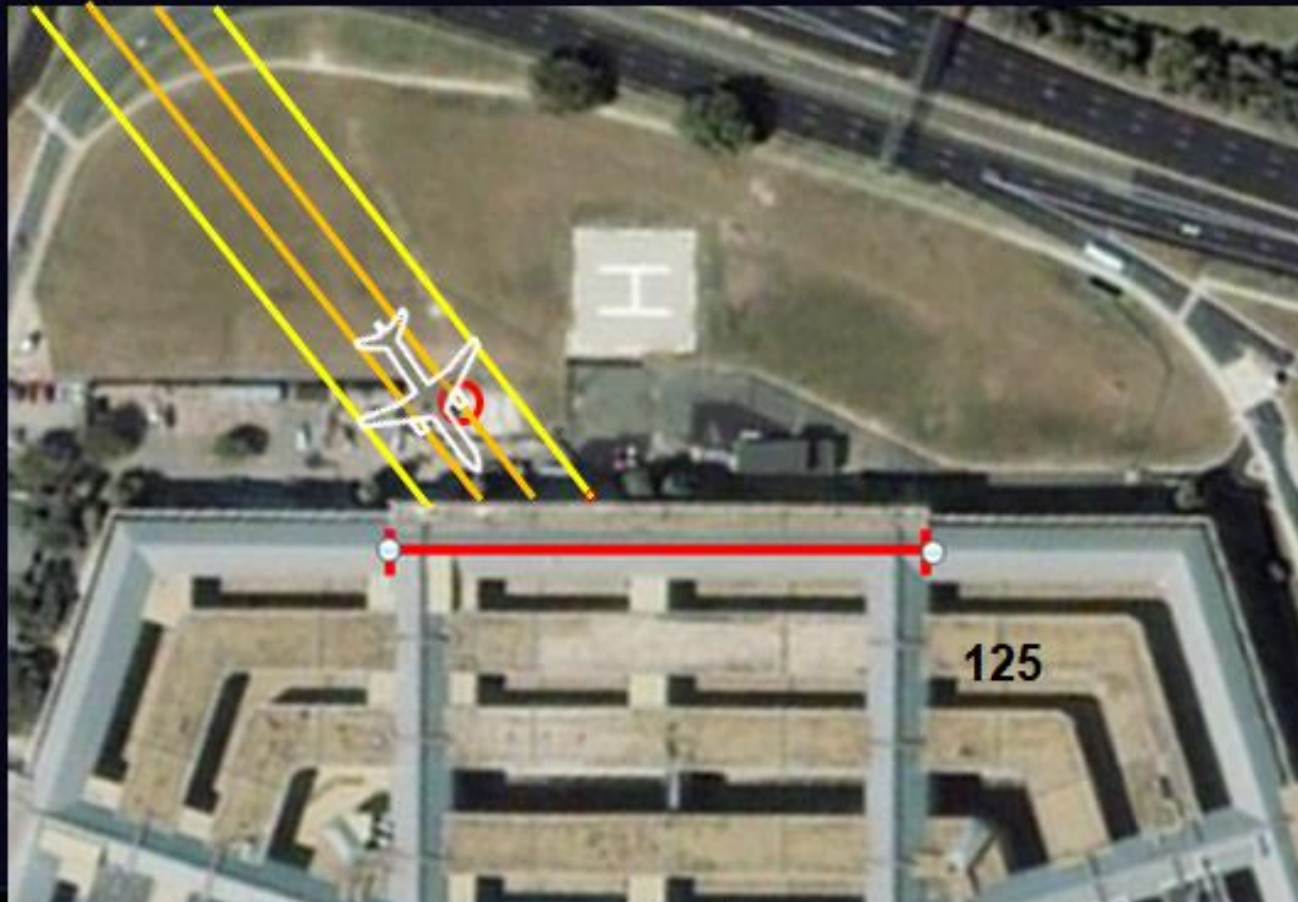


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Left Engine Impacts Retaining Wall

Impact with retaining wall validates location of left engine along identified path



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Retaining Wall Gouge

Photo Taken Approximately Perpendicular to Column 14



Impacted retaining wall gouge



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Diesel Generator Trailer Pushed and Deformed by Right Engine

Impacted diesel generator trailer



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Pentagon Plane: Radar and Approach Path

Conclusion



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Conclusion

- Flight path from radar to Pentagon is consistent with observed data
 - Radar consistent with Trapasso's observation
 - Location between Sheraton and VDOT confirmed
 - Shadow in Citgo security camera consistent
 - Tree notch confirms right engine location
 - Severed lamp post #1 means impact by wing spar
 - Bent lamp post #2 verifies extremity of left wing



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Conclusion

- Impacted diesel generator trailer indicates location of right engine
- Impacted retaining wall indicates location of left engine
- Slight left bank in last two miles has been ignored when discussing the final approach
 - Ignoring the left bank leads to misunderstandings
 - Including slight left bank validates other observations



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Pentagon Plane: Radar and Approach Path

Appendix: Sgt. William Lagasse and the Plane Location



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Sgt. William Lagasse

- Witness to plane impact into the Pentagon
- Was refueling at the Citgo gas station
 - Citgo video shows him standing at:
 - North western most gas pump
 - On station side of gas pump
 - Seconds after shadow captured on south side
 - Lagasse gets into police car
 - Leaves by backing up
 - Gone within 20 seconds of the shadow



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Library of Congress Interview

On September 11th, the morning of the terrorist attack, I was refueling my police cruiser at the Barrack K gas station approximately one-eighth of a mile from the heliport side of the Pentagon.

The PentaCon - Smoking Gun Version



While I was refilling my tank I was standing outside the vehicle.

It was a really nice day. It was a beautiful blue sky.



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Library of Congress Interview

American airlines 757 flew approximately 100 feet above the ground level. Maybe 60 feet in front of me. And that was probably - I'm trying give some estimate of speed –was at the time I thought was probably 400 miles per hour.

The PentaCon - Smoking Gun Version



Which was about right.

The wing blast from the wing vortices knocked me into my vehicle.



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Citgo Video Showing Shadow and Sgt. Lagasse's Vehicle



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Lagasse to Dick Eastman 2003

Tue, 24 Jun 2003

From: Lagasse, William, , PFPA

To: Dick Eastman

... the aircraft passed almost directly over the naval annex splitting the distance between the ANC and Columbia pike. and was approx 100-150ft agl** when it passed over the annex and continued on a shallow-fast decent and literally hit the building were it met the ground. There was no steep bank, but a shallow bank, but a shallow bank with a ... left rudder turn ...*

*ANC (Arlington National Cemetery)

** agl (above ground level)

Source: <http://www.apfn.net/messageboard/6-27-03/discussion.cgi.98.html>



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Lagasse CIT Account Strongly Suggests He Is Looking South

“Basically I was here refueling my vehicle – had my [drivers side] door open ... [walks to open driver’s side door] Well - I was actually standing here [...] I was standing by my door had a lock on the fuel just let it go. Had a working dog in the back. And I was talking to my working dog. And out of the corner of my eye, I saw something and turned to look at it ...

Observation:

This opening statement has Sgt. Lagasse talking to his “working dog” in the car and most likely facing south east with back toward Arlington Cemetery.



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With CIT, His Plane Location is Inconsistent With Looking South

The PentaCon - Smoking Gun Version



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Lagasse: Plane Fuselage Traveling Along ANC Wall

Lagasse: ...the wingtip was probably between about where the fence was at the boundary.

Craig: Where what fence is?

Lagasse: See the stone fence with the metal fence above it. It was probably as close, this way, as the plane got to me.

Craig: Let's see what fence you are talking about ...

Lagasse: That would have been about the centerline of the fuselage. – Right where that fence is.

Craig: That is where the centerline of the fuselage was?

Lagasse: I would also say it was on that angle. Drawing a line of the fuselage would have been there. I don't know where that would have put the wingtip.

But the first thing that I did was I kinda flinched and ducked into my car. At the time I mean – at the time I don't know if it was a reaction, a fear or whatever, I ended up in my car because I called it in on my radio before I even left here. Not even seconds elapsed - and I called it in on the radio.



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**Lagasse: 100 Percent.
*I'd bet my life on it.***

Craig: How sure are you that the plane was to the north of the Navy Annex. You said it was between the Navy Annex and Arlington Cemetery. How certain are you of that?

Lagasse: 100 Percent. I'd bet my life on it.



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The Elevated Sides of the Gas Pump Restricted His Views

- He had to be facing toward the Citgo store to have reported to Dick Eastman:
passed almost directly over the naval annex splitting the distance between the ANC and Columbia pike
- He had to be facing away from the Citgo store to have reported:
See the stone fence with the metal fence above it. It was probably as close, this way, as the plane got to me.
- Which account is supportable?



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Washington Post, October 25, 2001

- Lagasse's October 2001 account doesn't sound like a plane 350 feet away traveling along the Cemetery wall

Sgt. William Lagasse was at a gas station near the Pentagon filling up his patrol car when he noticed a jet fly in low. Initially, he thought the plane was about to drop on top of him -- it was that close.



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Robert Turcios

- Robert Turcios was another CIT witness
 - Interviewed by CIT
 - About the same date as Lagasse and Brooks
- Robert Turcios unambiguously:
 - Contradicts location given by Lagasse to CIT
 - Supports Lagasse's southfacing observations
 - Supports Lagasse's statement to Dick Eastman
 - Supports Lagasse's Washington Post quote



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Location of Plane as Pointed to by Robert Turcios



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Robert Turcios Contradicts Lagasse by Pointing in Opposite Direction



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Was Lagasse Playing Games with CIT

- Lagasse's interaction with Dick Eastman show that:
 - He was aware of the Pentagon “controversy”
 - Had contempt for the people disbelieving a large plane impacted the Pentagon



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Lagasse to Dick Eastman 2003

Subject: 9-11

Date: Tue, 24 Jun 2003

From: "Lagasse, William, , PFPA"

Dear Sir: Rest assured it was a Boeing 757 that flew into the building that day The fact that you are insinuating that this was staged and a fraud is unbelievable. You ask where the debris is...well it was in the building. I saw it everywhere. I swear to god you people piss me off to no end...there usually isn't huge amounts of debris left...how much did you see from the WTC?...are those fake aircraft flying into the building. I know that this will make no difference to ...



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Questions



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