



# *Infowar School*

## WAR AND TERRORISM COURSE LEVEL 2

SEPTEMBER 11, 2001 ATTACKS  
VOLUME 3 THE PENTAGON

FREE

*Shaun Almeida*

2024  
VERSION 1.1

War and Terrorism Course  
Level 2  
September 11, 2001 Attacks  
Volume 3 the Pentagon

*By Shaun Almeida*

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## **The Pentagon Attack**

The Pentagon attack has many details that don't make sense and they are very suspicious. We can be sure that we are being lied to about what happened and the official story is not true. This Pentagon attack adds to the proof that the 9/11 attacks were helped by the U.S. government. In this section we will look at what the official story is regarding the Pentagon attack and then the problems with that official story.

### **Some of the Problems with the Official Story**

The official flight path of the plane is impossible to fly for an experienced pilot so how could an inexperienced hijacker make such precise movements of a 90 ton plane that was moving at 780 feet per second as we are told by the NTSB?

The part of the Pentagon that was attacked was probably the worst possible choice for a terrorist to attack. The generals and Secretary of Defense were not in that part of the building. The part of the building that was attacked was where the accountants were and considering that Donald Rumsfeld announced the day before that there was over two trillion dollars unaccounted for by the Pentagon, it is a very suspicious choice of locations for a terrorist.

There is evidence of explosives at the Pentagon. Witnesses said there were no plane parts there that indicated a plane crash inside the crash area.

There were witnesses that said they saw a Boeing 757 type plane fly a different path than the official story and a witness that said they saw a 757 type plane fly away from the Pentagon on the other side very low to the ground just after the explosions. It is more likely that a 757 type plane flew over the Pentagon and explosives were detonated inside the Pentagon just as the plane passed over and then the plane joined the normal air traffic at the airport located right next door to the Pentagon and flew away. This sounds like an impossible story but there is evidence to support the theory and it is better than evidence that the official story presents.

All of these details and other details show that we are not being told the truth. Just like the crash of flight 93 and building 7 that we looked at in the previous sections this story does not make sense and tends to implicate people in the American government as being involved in the attack.

### **Official Story of Flight 77 and the Pentagon**

The following paragraphs tell us the official story of the Pentagon attack as the government and other agencies tell it. This official story comes from the Historical Office of the Secretary of Defense and the American Society of Civil Engineers.

<http://public2.nhhcaws.local/research/library/online-reading-room/title-list-alphabetically/p/pentagon-9-11-footnotes.html>

### Pentagon 9/11

*Alfred Goldberg, Sarandis Papadopoulos, Diane Putney, Nancy Berlage, Rebecca Welch, Historical Office of the Secretary of Defense Washington, D.C. · 2007*

...Outermost walls are **faced with limestone and backed with unreinforced 9-inch brick**; inner ring walls are of **10-inch architectural concrete**. The buildings structural framework (floors and columns) is **made of reinforced concrete**.

The aircraft had taken off with a total weight of over 90 tons, roughly 25 percent of it in fuel. Allowing for the hour-and-a-quarter flight from Dulles Airport to Kentucky and back, Flight 77 still had most of its original 7,256 gallons of fuel on board.

The Boeing 757 approached the west wall of the Pentagon from the southwest at approximately **780 ft/s**. As it approached the Pentagon site it was so low to the ground that it reportedly clipped an antenna on a vehicle on an adjacent road and severed light posts. When it was approximately 320 ft from the west wall of the building (0.42 second before impact), it was flying nearly level, **only a few feet above the ground**.... The aircraft flew over the grassy area next to the Pentagon until its right wing struck a piece of construction equipment that was approximately 100 to 110 ft from the face of the building (0.10 second before impact).... At that time the aircraft had rolled slightly to the left, its right wing elevated.

After the plane had traveled approximately another 75 ft, the left engine struck the ground at nearly the same instant that the nose of the aircraft struck the west wall of the Pentagon.... Impact of the fuselage was ... at or slightly below the second-floor slab.

The left wing passed below the second-floor slab, and the right wing crossed at a shallow angle from below the second-floor slab to above the second-floor slab.

**Flight 77 struck the west side of the Pentagon at the 1st Floor level just inside Wedge 1 near the 4th Corridor and proceeded diagonally at an approximate 42° angle toward the 5th Corridor in the mostly vacant and unrenovated Wedge 2.** After the nose of the plane hit the Pentagon a huge fireball burst upward and rose 200 feet above the roof.

### **Multiple explosions occurred as the plane smashed through the building.**

The front part of the relatively weak fuselage disintegrated, but the mid-section and tail-end continued moving for another fraction of a second, progressively destroying segments of the building further inward. The chain of destruction resulted in parts of the plane ending up inside the Pentagon in reverse of the order they had entered it, with the tail-end of the airliner penetrating the greatest distance into the building. Remarkably, these circumstances meant that the bodies of the passengers in the rear of the aircraft traveled deeper into the ground floor of the building than did those in the front. The largest concentration of body parts was found at the deepest area of penetration - the C Ring

The velocity of the planes fuselage expended itself by the time it reached A-E Drive, which dissipated the remaining explosive energy of the crash. **But the blast had enough force left to blow holes in the C Ring wall and force open the doors of an electrical vault opening into the drive;** the openings proved the salvation of many survivors. Parts of the aircraft - including a tire part - hurtled through the outer three rings of Pentagon offices, emerged from a so-called "punch out" hole in the C Ring wall, and came to rest in A-E Drive. The planes voice recorder and flight data recorder were not recovered until several days later, 14 September.

<http://www.twf.org/News/Y2003/01-PBPR.pdf>

THE PENTAGON BUILDING PERFORMANCE REPORT AUTHORS

*2003 by the American Society of Civil Engineers.*

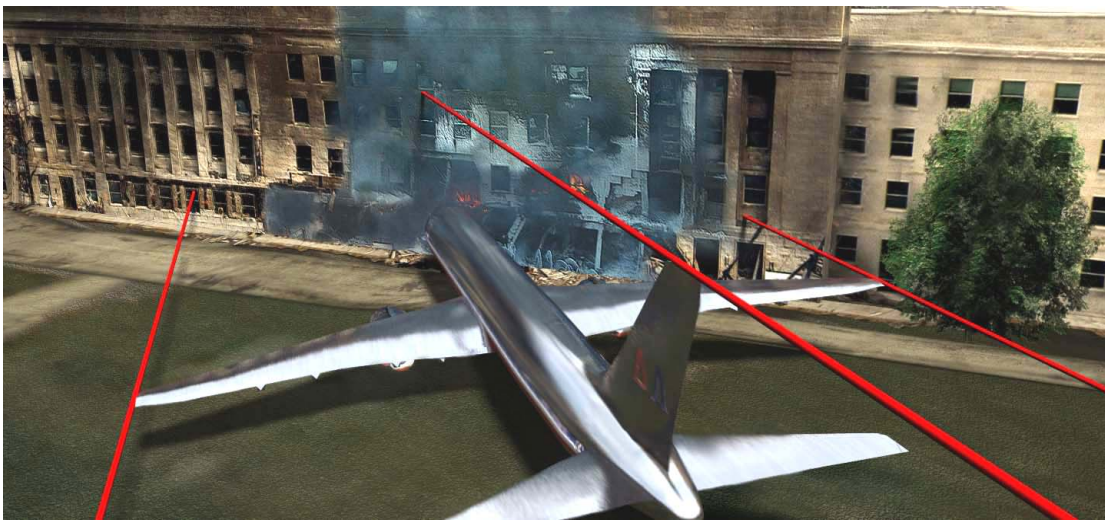
"At 9:34 AM the aircraft was positioned about 3.5 miles west-southwest of the Pentagon, and started a right **330-degree descending turn** to the right. At the end of the turn the aircraft was at about 2000 feet altitude and 4 miles southwest of the Pentagon. Over the next 30 seconds, power was increased to near maximum....The airplane accelerated to approximately 460 knots (**530 miles per hour**) at impact with the Pentagon.

The time of impact was 9:37:45 AM." (National Transportation Safety Board, "Flight Path Study - American Airlines Flight 77," 19 Feb 02. See Appendix B.)

Flying just above the **Navy Annex Building** and a Virginia State Police **radio mast**, both **uphill from the Pentagon** and adjacent to **Arlington National Cemetery** the **hijacker pilot guided the Boeing 757 downhill and turned it** in a northeasterly direction.



This is American Airlines flight 77 a few days before the attack





### Videos of the Pentagon Attack

The FBI collected 85 videos from around the Pentagon and said that only two videos show any part of the attack. Of those two videos you can only see an explosion but no plane.

How could the Pentagon which is an extremely secure building be attacked in the first place but to make things worse we are told there is no video of it out of 85 cameras? All the talk about being the greatest military in the world and oops! How did that happen? It's nonsense.

### The Part of the Pentagon That Was Attacked

The least risky way of attacking the Pentagon with a plane would be to crash the plane down into the roof at the part of the Pentagon that held the generals and Secretary of Defense not make a spiral turn and descend to ground level and risk crashing the plane into the ground or obstacles along the way. This flight path had the most obstacles in the way including a broadcast antenna, a hill that the plane had to fly down, light poles, a fence, and seven foot tall spools of heavy cable, construction trailers, and a tree. The plane also had to cross a highway which could have stopped the plane if there was a truck that had a trailer or any type of tall vehicle. All at over 500 miles an hour.





Instead the part of the Pentagon that was destroyed was the part that contained accountants and documents. This is interesting because the day before the attack Donald Rumsfeld said that there was two trillion dollars that could not be accounted for at the Pentagon.

Also, the area attacked was the only reinforced part that was near the completion of its renovation so it was not populated with the usual amount of people but mostly civilian construction workers or else there would have been a far greater amount of dead. Why did the terrorists try so hard to hit a seemingly unimportant part of the building? Were the accountants and records in that part of the building connected to the missing trillions of dollars talked about by Donald Rumsfeld the day before on September 10, 2001?

The official pilot of flight 77, not the alleged hijacker pilot, used to work in the exact part of the Pentagon that was hit. He was a former top gun pilot for the navy and later participated in counter terrorism exercises. There were also counter terrorism exercises that included crashing a plane into the Pentagon. All these circumstances are similar to the tactics described in operation Northwoods which was a plan for American forces to secretly attack its own people to blame Cuba and start an invasion of Cuba.

<https://www.cbsnews.com/news/the-war-on-waste/>

#### The War On Waste

*By Aleen Sirgany CBS January 29, 2002, 11:18 AM*

On Sept. 10, Secretary of Defense Donald Rumsfeld declared war. Not on foreign terrorists, "the adversary's closer to home. It's the Pentagon bureaucracy," he said. More money for the Pentagon, CBS News Correspondent Vince Gonzales reports, while its own auditors admit the military cannot account for 25 percent of what it spends.

**"According to some estimates we cannot track \$2.3 trillion in transactions,"**

Rumsfeld admitted.

\$2.3 trillion — that's \$8,000 for every man, woman and child in America.

#### The Impossible Flight Path

The data released by the NTSB that gives us the official flight path data into the Pentagon of flight 77 can't be true because the G forces would have caused the plane to crash into the ground. According to the pilotsfor911truth.org that did the calculations for the G forces on the plane, it would not have been possible for the plane to level itself after descending so fast. The momentum would cause the large heavy plane to keep moving downward into the ground.

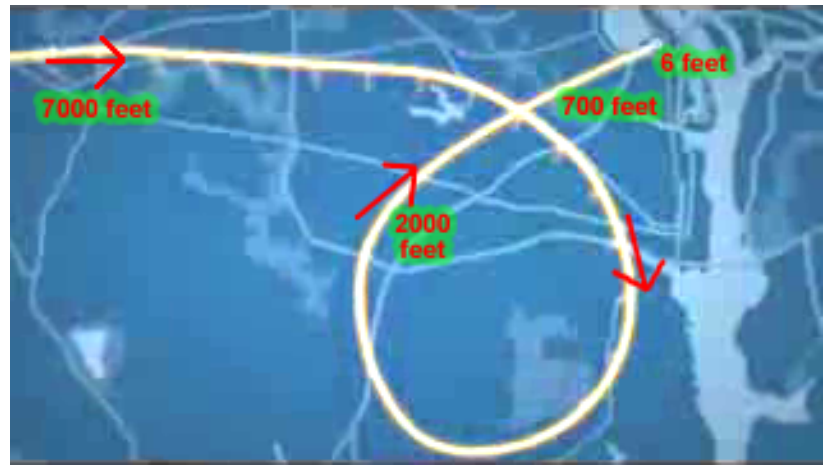
<http://www.twf.org/News/Y2003/01-PBPR.pdf>

#### THE PENTAGON BUILDING PERFORMANCE REPORT AUTHORS

*2003 by the American Society of Civil Engineers.*

At the end of the turn the aircraft was at about 2000 feet altitude and 4 miles southwest of the Pentagon. Over the next 30 seconds, power was increased to near maximum....The airplane accelerated to approximately 460 knots (**530 miles per hour**) at impact with the Pentagon.

The full 7000 foot decent of the plane was described by the NTSB as a tight spiral of 330 degrees that was described by highly experienced pilots as extremely difficult to control if it was even possible.



The alleged pilot named Hani Hanjour was a known terrible pilot and flight instructors would usually only fly once with him and then never fly with him again.

These are quotes from the documentary Loose Change about how terrible a pilot Hani Hanjour was:

<https://www.youtube.com/watch?v=KW0KgVxbl1w>

[Loose Change: Final Cut \(2007\)](#)

*produced by Korey Rowe, Jason Bermas, and Matthew Brown*

*written and directed by Dylan Avery*

A weak student who was wasting our resources

- Duncan Haste, Cockpit Resource Management, Washington Post, 10-21-2001

He had only the barest understanding what the instruments were there to do.

- Sawyer school of aviation, Washington Post, 10-21-2001

He obtained a commercial pilots license in April 1999, but how and where he did so remains a lingering question that FAA officials refuse to discuss.

- Washington Post, 10-21-2001

His piloting skills so shoddy and his grasp of English so inadequate that they questioned whether his pilot's license was genuine.

- Pan AM international, NY times 5-4-2002.

His English and flying skills were so bad they didn't think he should keep his pilot's license.

- CBS news 5-10-2002

Trouble controlling and landing the single engine Cessna 172. Marcel Bernard declined to rent him a plane without more lessons.

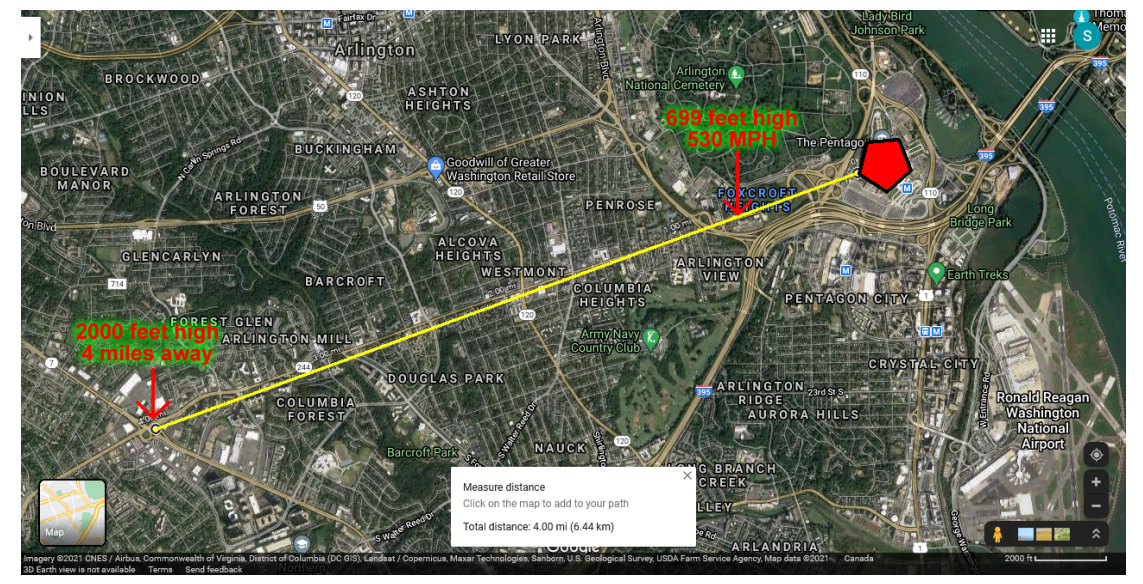
- Freeway airport, Washington post, 10-21-2001

I'm still to this day amazed that he could have flown into the pentagon... he could not fly at all.

- Former employee, Jet Tech Flight School, NY times 5-4-2002.

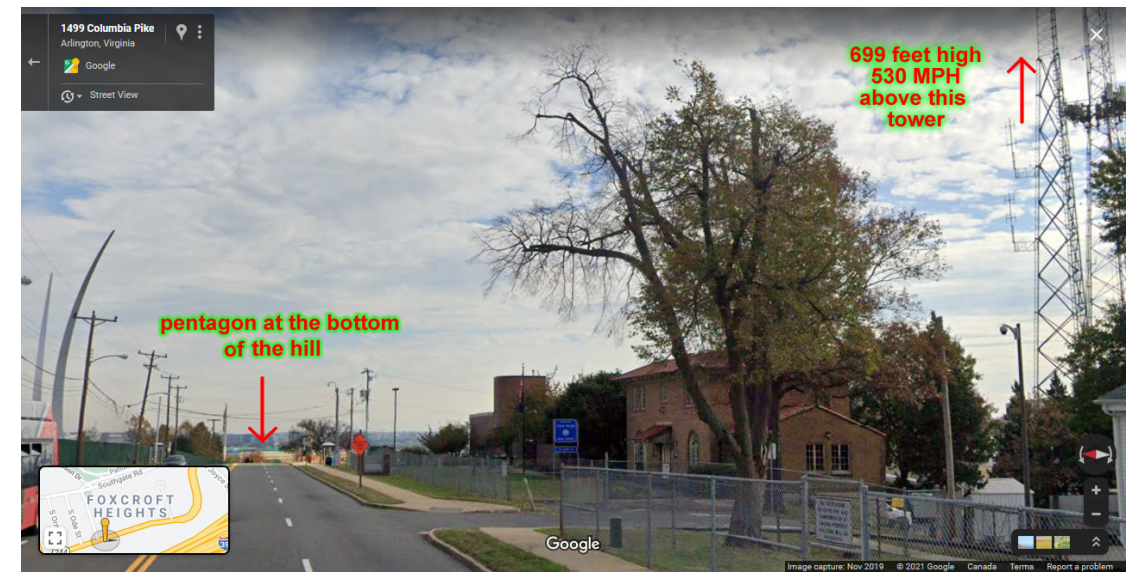
How could he have flown the plane and performed such a difficult if not impossible decent?

Then after the turn and decent the plane was at about 2000 feet altitude and four miles away from the Pentagon. After another thirty seconds the plane was moving at 530 miles per hour which is about 780 feet per second.



By the time the plane was at the police radio tower at the top of the hill it was 699 feet above ground with another 70 feet to get to the bottom of the hill so the plane had to descend about 770 feet to hit the ground floor of the Pentagon.





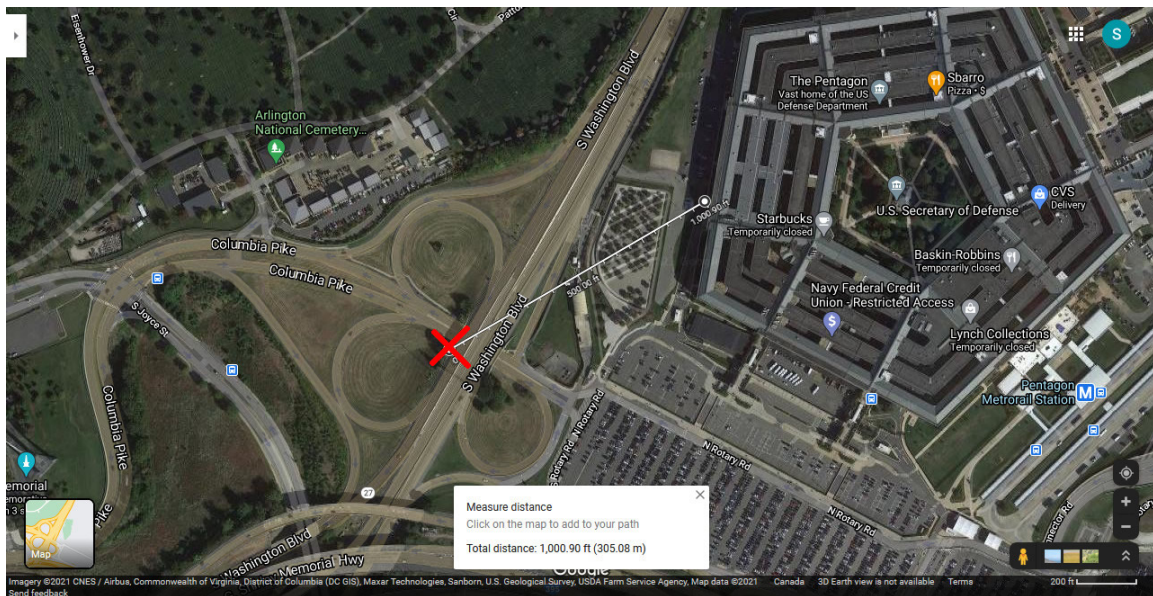
You can see the Pentagon building at the bottom of the hill in the picture below.



This means in 3.9 seconds the plane traveled 3000 feet moving at 530 miles per hour (780 feet per second) and descended over 700 feet.



According to the calculations done by Pilots For 911 Truth it would be impossible to level the plane and it would continue descending because of the momentum and hit the ground 1000 feet before the Pentagon shown by the red X in the picture below.



But we are told that the plane was able to pull out of the decent and then fly a few feet above the ground for another thousand feet for 1.1 seconds and hit the Pentagon. All done by a pilot that couldn't even fly a single engine Cessna properly.

Obstacles in the Official Flight Path

In front of the Pentagon where the plane allegedly crashed there was a tree and two construction trailers. The plane would have had to hit these obstacles because they were directly in front of where the damage was. There were also giant spools of wire in front of the hole in the wall that were left standing and the plane would have had to hit them because they are about seven feet tall.







One of the strangest things is the columns that are left standing in the damaged area. How could the planes wings enter the building if the columns are still there? The wings should have been knocked off the plane and left on the lawn. There was even a column in the middle hole where the nose of the plane was supposed to have hit.



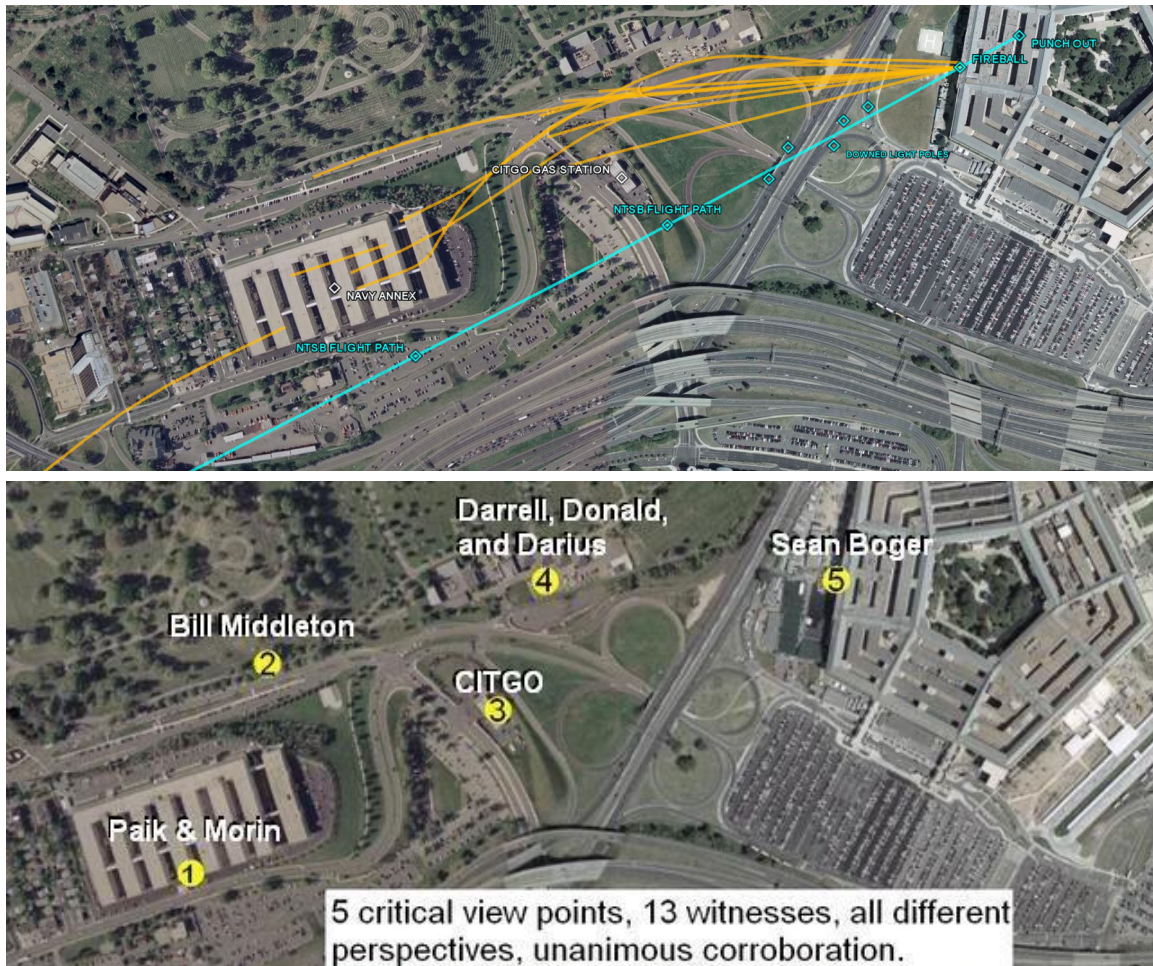
A similar crash of a plane moving slower that ran off the runway and the wings broke off

### North Side Flight Path Witnesses

The following information comes from Citizen Investigation Team .com

Citizeninvestigationteam.com went to the area along the route to the Pentagon that the plane flew and started asking people if they saw the plane. They found several witnesses who had already given testimony to the government about what they saw. As it turns out, the government didn't report the truth of what these witnesses saw. The government took parts of their testimony that they could use to support their official story and ignored the parts that didn't fit the official story. So the government ignored the truth and told us a lie and they knew exactly what they were doing when they told us the lie. These witnesses told citizeninvestigationteam.com what they saw the plane do but this time we are able to hear the whole story and see the truth of what really happened.

The witnesses described an airplane that flew slowly over the opposite side of the street (Columbia Pike) and flew over the Pentagon then turned right. You can watch and listen to these witnesses in the documentary 'National Security Alert' made by citizeninvestigationteam.com. The flight path the witnesses saw is shown in yellow and the official flight path is shown in blue in the picture below.



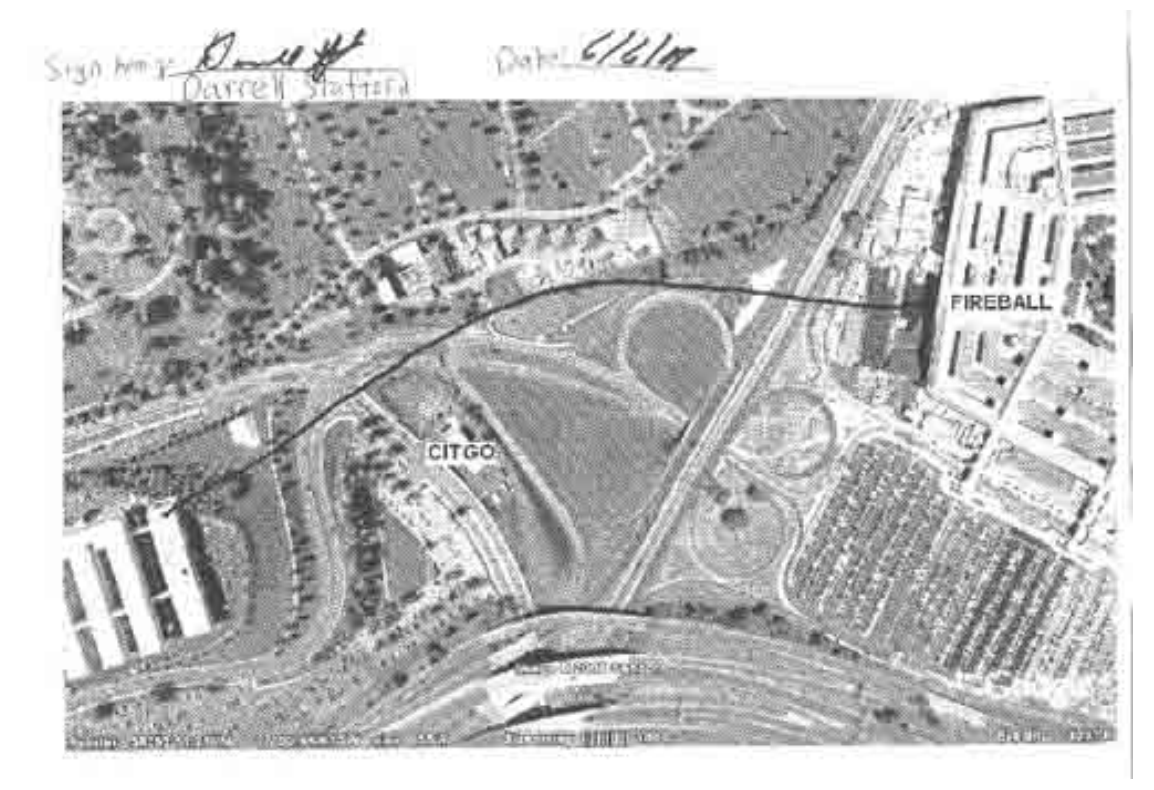
Witness Interviews from Citizen Investigation Team Website

Darrell Stafford



Darrell is the Internment Foreman for Arlington National Cemetery and was at work in front of the maintenance buildings with employees Darius Prather and Donald Carter when he saw the plane on 9/11. In his interview with the CMH conducted and recorded on December 13, 2001, he describes the plane as being "just about on top of" a building. The interviewer didn't press for specific details regarding the exact location of the plane, but Darrell has now confirmed in an on-camera interview that the "building" he was describing the plane as "scraping" was the Navy Annex, and that it then flew almost "on top" of him while he stood in the parking lot just outside of the ANC maintenance buildings, which of

course is the north side approach.



## Darius Prather



Darius Prather is another Arlington Cemetery employee who was with witness Darrell Stafford. You can actually hear him specifically describe the plane on a north side approach to the CMH in this audio interview recorded December 12th, 2001 (emphasis added):

Prather: Up there, where that building is, right there.

CMH officer: Towards the Navy Annex...

Prather: The Navy Annex, above midway. You can see where is a little area on the roof... the lower roof [...]. Right along in that area is where the American Airlines plane came directly across that, and it was only about 3 and half or 4 feet above that. We thought it was the weirdest thing. "It is too damn low", we were saying [...]. So as it came across there... and once the plane came across the building it lowered down [...], it came on down in between where the gas station [CITGO] is and our parking lot. [...] Then he just aimed that nose of the plane like a missile straight over the Pentagon. So as it came right there everybody just ran. I ran into the [inaudible]. [...]



Sean Boger



Sean Boger was the air traffic controller in the Pentagon heliport tower right next to the alleged impact point. No questions about the flight path or exact location of the plane as it approached were asked of Sean by the CMH in this official interview from November 14th, 2001 so it's a good thing we were able to confirm these details with him directly as shown in National Security Alert.

In this official interview from November of 2001 he admits to hitting the deck, but strangely claims he did this after watching the plane allegedly enter the building. The notion that plane hit the building is mutually exclusive with the flight path he describes observing for "between 8 and 15 seconds", which had the plane banking to its right on the north side of the gas station. Since this flight path has been

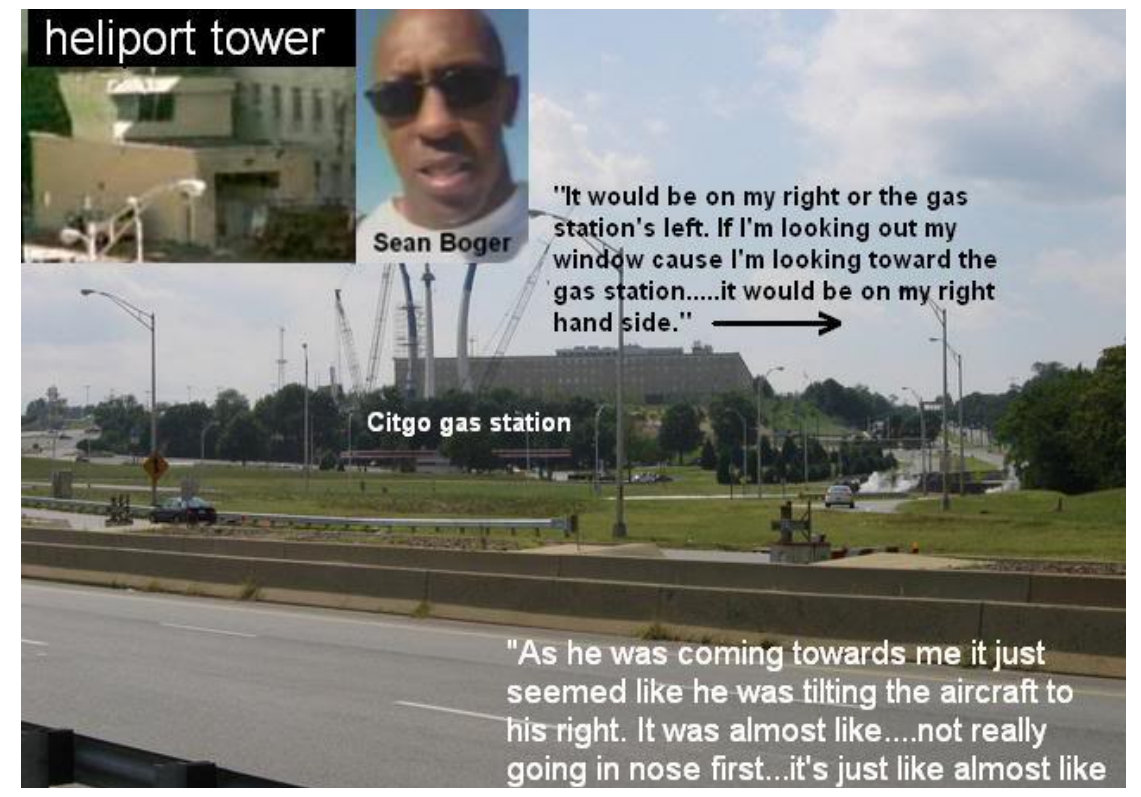
corroborated by every other witness who has been willing to go on record in an independent interview and who was in a position to judge the plane's location in relation to that landmark, we have determined that he likely reacted as anybody would and hit the deck as soon as he realized there was a plane headed right towards him, which is what it would look like as it banked toward the Pentagon on the north side flight path.

Another important detail he conveyed in both interviews is how Bush had left from the heliport the day before and was scheduled to arrive there on 9/11 at 12:30. In his CMH interview he said (pp. 4-5):

On September 10th, it was kind of busy because the President flew out. He flew out that Monday, and whenever the President flies out, it is always a dog and pony show, you know.

You have got the Secret Service guys coming around and the dogs sniffing, and everything. So it was kind of like a big old deal. And so on September 10th, you know it was really kind of busy. And he was scheduled to come back on September 11th. So we know it was going to be another dog and pony show, but we didn't think it was going to happen that soon.

This "dog and pony show" he described provided the perfect distraction and excuse for complicit operatives to do whatever needed to be done to prepare for the event, including staging of the light poles.



### Maria De La Cerda

Maria is a career musician with the Army band. You can hear our 2008 audio-recorded independent interview with her (excerpts of which are featured in National Security Alert) in Part 2 of The North Side Flyover. In addition to supporting a north side approach in this 2008 interview she also confirms another very important point from her official interview.

She told us she thought it hit "on top", but she went even further with the CMH in 2002 by stating she thought it hit the "other side"!

Here is her quote:

...And we're facing the site that was struck. And that's what was also weird, is that it seemed like it struck on the other side whereas I found out later, I saw it so that whatever plane that disappeared, it was it happened so quickly.

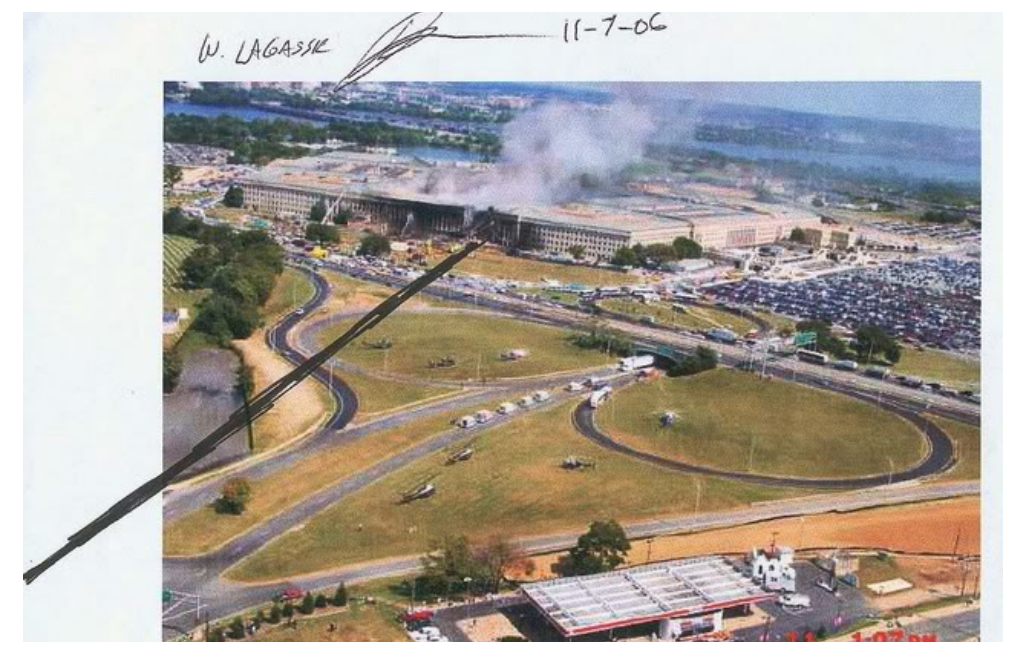
This simply does not make sense with the low and level impact into the side of the building, yet it makes perfect sense that this would be her impression if the plane flew over the building timed with a huge explosion.

### William Lagasse

No questions were asked pertaining to the location of the plane or the flight path during this Library of Congress interview. Nothing Sgt. Lagasse says in this interview contradicts what he told us in the interview we filmed with him on location at the gas station in 2006, excerpts from which appear in National Security Alert.

An extended version of this 2006 interview can be seen in *The PentaCon: Smoking Gun Version*.

As explained in *National Security Alert*, Sgt. Lagasse is on record as far back as 2003 saying that the plane was on the north side of the gas station when he told 9/11 researcher Dick Eastman that he was on the "starboard side" of the plane. The starboard side of the plane is the right side. The only way Sgt. Lagasse could be on the starboard side of the plane is if it were on the north side flight path. Here is the flight path Sgt. Lagasse drew for us during our 2006 interview. As seen in *National Security Alert*, he told us he was "100 percent certain that the plane flew on the north side of the station, and said he would "bet [his] life" on it.



### Chadwick Brooks

No questions were asked regarding the location of the plane or the flight path, so nothing in this interview contradicts what Sgt. Brooks told us about the north side approach in 2006. However, in this official interview he does state that he watched the plane hit light poles. A plane on the north side of the gas station cannot hit the light poles; the two claims are mutually exclusive. He cleared up this discrepancy for us in person, on camera and on location, admitting that he did not see the plane hit the light poles, as it was quite clear that the light poles were not even visible to him from that distance. Our complete independent interview with Sgt. Brooks, filmed in 2006, can be viewed in *The PentaCon: Smoking Gun Version*. Sgt. Brooks has seen this video, and told us that it was an "eye-opener," and that "anything is possible" in terms of him being fooled about the impact. He still stands by his account of the plane flying on the north side of the station, and has said that he would testify to this in a court of law. As seen in *National Security Alert*, here is the flight path that Sgt. Brooks drew during our 2006 interview

Chadwick B. Brooks  
11/07/2006



Roosevelt Roberts, Jr.



Roosevelt's is one of the most important accounts presented since he actually witnessed the plane flying away from the building immediately after the explosion.

In this official interview, recorded only a few weeks after the event, you can hear Roosevelt describe it as what he thought was a "second plane."

The pertinent details regarding timing, altitude, and description were confirmed in our independent audio interview recorded in 2008, which can be heard in Part 2 of our presentation The North Side Flyover. Excerpts of this interview are also featured in our video National Security Alert.

We now know for a fact that the only explanation for the "commercial aircraft" that he describes at about "50 feet" altitude banking and flying away from the building immediately after the explosion could only have been the same attack jet that everyone else witnessed banking on the north side flight path seconds earlier on its approach toward the Pentagon.



### The Pieces of the Plane

A small number of small size airplane pieces were found at the Pentagon but none have been positively identified as belonging to flight 77.



There were witnesses inside the Pentagon that said there were no parts of a plane inside. According to the official story there should be large pieces of the plane inside the Pentagon and even outside on the lawn. Just like flight 93 this seems to be another case of the plane being strong enough to completely smash through the wall of the Pentagon but weak enough to be totally destroyed by the crash and even disappear into nothing. It can't be both. And remember the official story said the plane's nose was destroyed at the front of the crash zone and the rest of the plane pushed through and went deeper into the building. If the plane is one piece when the nose hits the wall and is stopped, the back of the plane is also stopped because it is connected to the front. The back of the plane doesn't disconnect and squeeze past the front of the plane and keep breaking things with the full force and speed it had before it hit the wall. The back of the plane slows down and loses speed and force after the front hits. If the plane did hit the wall of the Pentagon it would likely break apart but it would be found inside and outside of the building on the front lawn.



During a press conference one of the firefighters said there were no large pieces of the plane found inside the Pentagon. If the plane was strong enough to crash through the building there would still be many large pieces left behind just like other plane crashes we saw from the Florida everglades and the German plane crash into the mountain.

April gallop was sitting at her desk just 35 feet from the 'entrance' hole and testified under oath that the second she pressed the on button to her computer in the E ring there were two explosions. She didn't see any plane, parts, passengers, seats or luggage. She also didn't smell any jet fuel or see any jet fuel fire. The only fires she saw were coming out from the computers. She walked out of the 'entrance' hole with one shoe off and didn't get burned at all. There are pictures that show the entrance hole covered in fire but April said that she walked out of the entrance right when the explosion first happened and the only fire was coming from the computers. Over time the fire would have spread around that area and become worse in the same area where the entrance hole was. You can see a picture of April with her shoes off and her feet are not burned because there was no jet fuel fire as she witnessed.

#### Evidence of Explosives at the Pentagon

The FBI's official investigation into the attack that happened at the Pentagon is called PENTTBOM. That name stands for Pentagon Twin Towers Bombing. On May 9, 2011 FBI director Robert Mueller confirmed the name in an interview with Time Magazine.

There was major damage and death in the A and B rings of the Pentagon. The A ring is the inner most (center) ring and it was not hit by the alleged plane crash. The next ring moving outwards from the center of the Pentagon is the B ring and it was also not hit by the alleged plane crash. Only the three outer rings, C, D and E, were claimed to have been hit by a plane. Former Green Beret Robert Andrews who was Assistant secretary of defense for special operations said on 9/11: "my aid and I had to walk over dead bodies in the A ring."

A major in the marines told the Washington post "the B ring between the fourth and fifth quarters was decimated, the heat was so intense you couldn't go in." the Washington post article contained a quote from the Pentagon rescue team: "when we got into the building we started to feel the heat right away and as we walked peeper down the hallways [further towards the center] it got hotter and hotter. It was just fire everywhere; not so much smoke, but just fire all around us. You couldn't see the plane, just debris wherever you looked." How could there be so much fire, destruction and death in the two rings that did not get hit by the airplane? How could the jet fuel move all the way into the B or A rings after the plane supposedly stopped in the C ring after passing through the D and E rings? The rings are separate from each other.

So how could there have been damage and death in the A and B rings? There is evidence of explosions. Shockwaves come from explosives not plane crashes. Here is a witness that was hit by a shock wave while inside the center courtyard of the Pentagon. A reporter from Stars and Stripes named Lisa burgess said "I was walking on the Pentagon's inner most quarter across the courtyard when the incident happened. I heard two loud booms, one large one smaller and the shockwave threw me against the wall."

Lieutenant Kevin Schaefer: 'the entire [naval] command center exploded in a gigantic orange fire ball. I felt myself being slammed to the deck by a massive and thunderous shockwave.'

Army Ft. Monmouth TDY auditor Michael Nielsen testified that 'hundreds raced down the hall past me and out the south side exit shouting, "its a bomb, bombs, it's a bomb." multiple witnesses including April Gallop, Don Perkal, Gilah Goldsmith, smelled cordite not jet fuel. Don Perkal said: "people shouted in the corridor outside [my office] that a bomb had gone off. Even before stepping outside I could smell the cordite. Then I knew explosives had been set off somewhere."

Mechanical engineer Michael Meyer who has worked for years in structural design, aerospace and the use of shaped explosives said the exit hole is the signature of a shaped charge and not an airplane nose: "it is physically impossible for the C ring wall to have failed in a clean neat circle like that."

April gallop was sitting at her desk just 35 feet from the 'entrance' hole and testified under oath that the second she pressed the on button to her computer in the E ring there were two explosions. She didn't see any airplane, airplane parts, passengers, seats or luggage. She also didn't smell any jet fuel or see any jet fuel fire. The only fires she saw were coming out from the computers. She walked out of the 'entrance' hole with one shoe off and didn't get burned at all. There are pictures that show the entrance hole covered in fire but April said that she walked out of the entrance right when the explosion first happened and the only fire was coming from the computers.