

# **No 757 hit the Pentagon and the infiltration of the 9/11 Truth Movement**

**A presentation to  
Boston 9/11 Truth  
by Craig McKee**

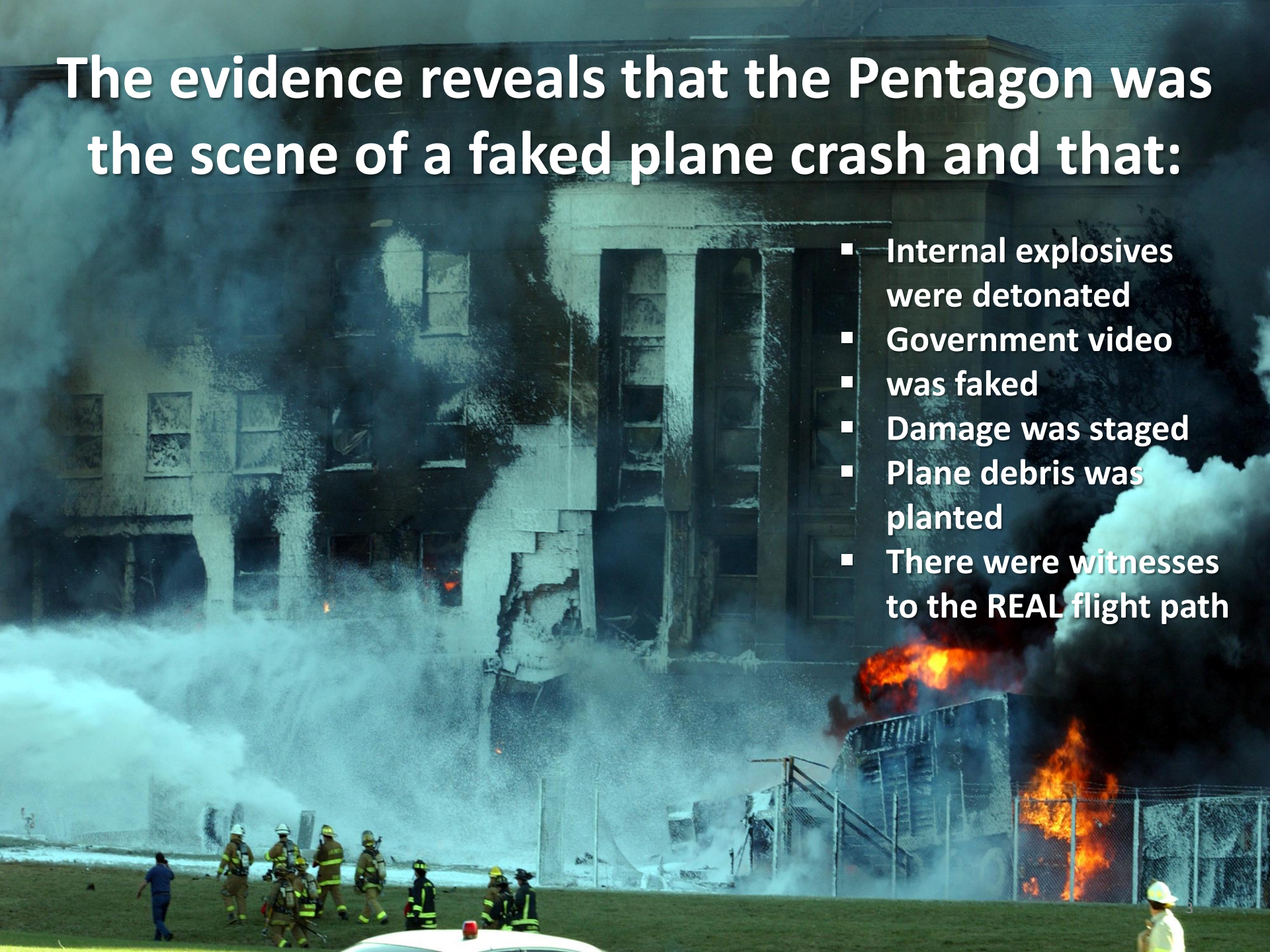
**November 30, 2023**

# There will be two parts to this presentation:

In the **first part**, I'll give an overview of the evidence that destroys the government's Pentagon official story. In the **second part** I'll show how the Pentagon issue is the target of a COINTELPRO operation that has been working to derail the efforts the 9/11 Truth Movement for more than 15 years.

# The evidence reveals that the Pentagon was the scene of a faked plane crash and that:

- Internal explosives were detonated
- Government video was faked
- Damage was staged
- Plane debris was planted
- There were witnesses to the REAL flight path



# A composite image



**Could an entire 757 enter the building through this hole?**

**See any  
plane debris?**



# **Why does the Pentagon matter so much? It proves government complicity in 9/11.**

The clear evidence of a **faked plane crash** at the Pentagon on 9/11 is critical for proving that this was a false flag operation and an **inside job** that involved the U.S. government. This is because **no other entity** could have staged this crime scene and then covered up the deception.


# The burden of proof

Since clear proof of an impact has not been produced, the burden of proof is on those who believe it occurred. Members of **the Truth Movement should keep the burden on those who push the official story, not allow it to be placed on us.** And we should focus on challenging the official story in any way possible, not endlessly affirming elements of it.

# CIT interviews witnesses on camera

The duo of Aldo Marquis and Craig Ranke, under the name **Citizen Investigation Team**, traveled to Washington D.C. to interview people who saw the plane that flew towards the Pentagon on 9/11. What they learned was that these witnesses placed the plane on a flight path that is irreconcilable with the alleged “damage path.” These accounts were done on camera and **they leave no doubt about where the plane was.**



An aerial photograph of the Pentagon building in Arlington, Virginia, showing significant damage and smoke rising from the structure. A blue line traces a path from the left side of the frame towards the building, labeled 'north side flight path'. A red line traces a path from the building towards the right side of the frame, labeled 'official south side flight path'. Several yellow vertical markers are placed along the red line, labeled 'downed light poles'. In the foreground, a CITGO gas station is visible, with the number '11' and the time '1:07 PM' overlaid in red. The surrounding area includes a large parking lot, a road with traffic, and a body of water in the background.

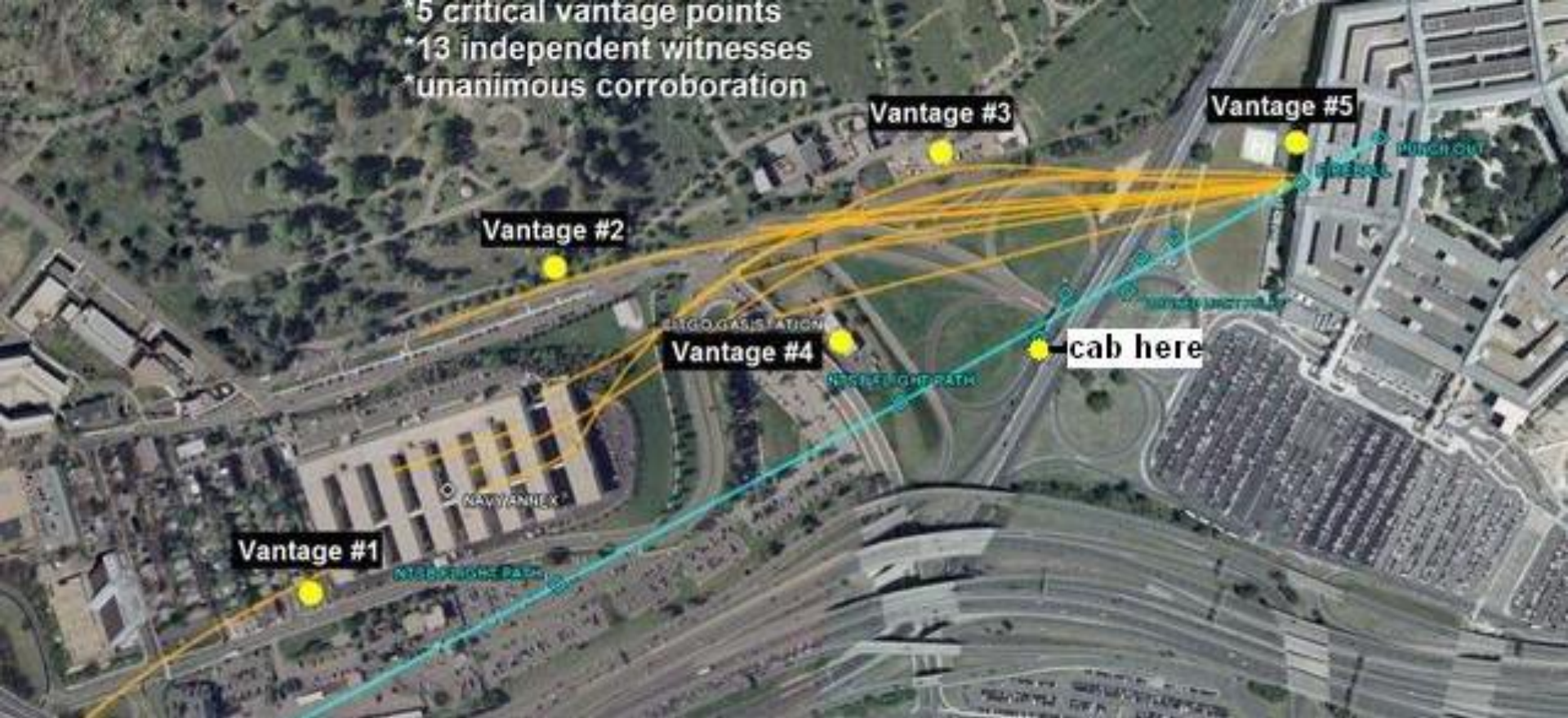
north side flight path

downed light poles

official south side flight path

CITGO

11 1:07 PM



The witnesses described an **almost identical flight path** to the north of the Citgo gas station.

# Things can change when witnesses are questioned

Stephen McGraw was quoted this way by Eric Bart:  
“**The plane clipped the top of a light pole** just before it got to us, injuring a taxi driver, whose taxi was just a few feet away.”

But when questioned by Aldo Marquis of Citizen Investigation Team, he said: “**I didn't actually see the light pole go over or anything, no.** I believe I later saw you know the evidence of the pole having been knocked over, umm, and I think that was just after the fact.

**Ken Jenkins claims that Flight 77, a Boeing 757, flew into the Pentagon on the official flight path. He included this “impact witness” in his video *The Pentagon Plane Puzzle*:**

**“Janet are you with us? You saw a plane crash into the Pentagon?”**

**“Yes, sir I did ... I just saw the plane disappear out of my sight beyond the trees and then I just saw massive billows of smoke.”**



William Lagasse says the flight path of the plane that approached the Pentagon on 9/11 (see arrow) was **north of the Citgo gas station** (circled). This means the plane could not have created the “damage path” and **could not have hit the light poles or the building.**



Bill Lagasse



Robert Turcios



Edward Paik



Chad Brooks

**On-camera interviews in CIT's video *National Security Alert* were high quality – clear, thorough, and transparent. They have been attacked relentlessly for more than 15 years by those who seem to want to negate the impact of what they have uncovered.**

Despite the witnesses interviewed by CIT believing a plane hit (or assuming that one did), they described a flight path that **doesn't match the damage.** Most also described the same right bank.



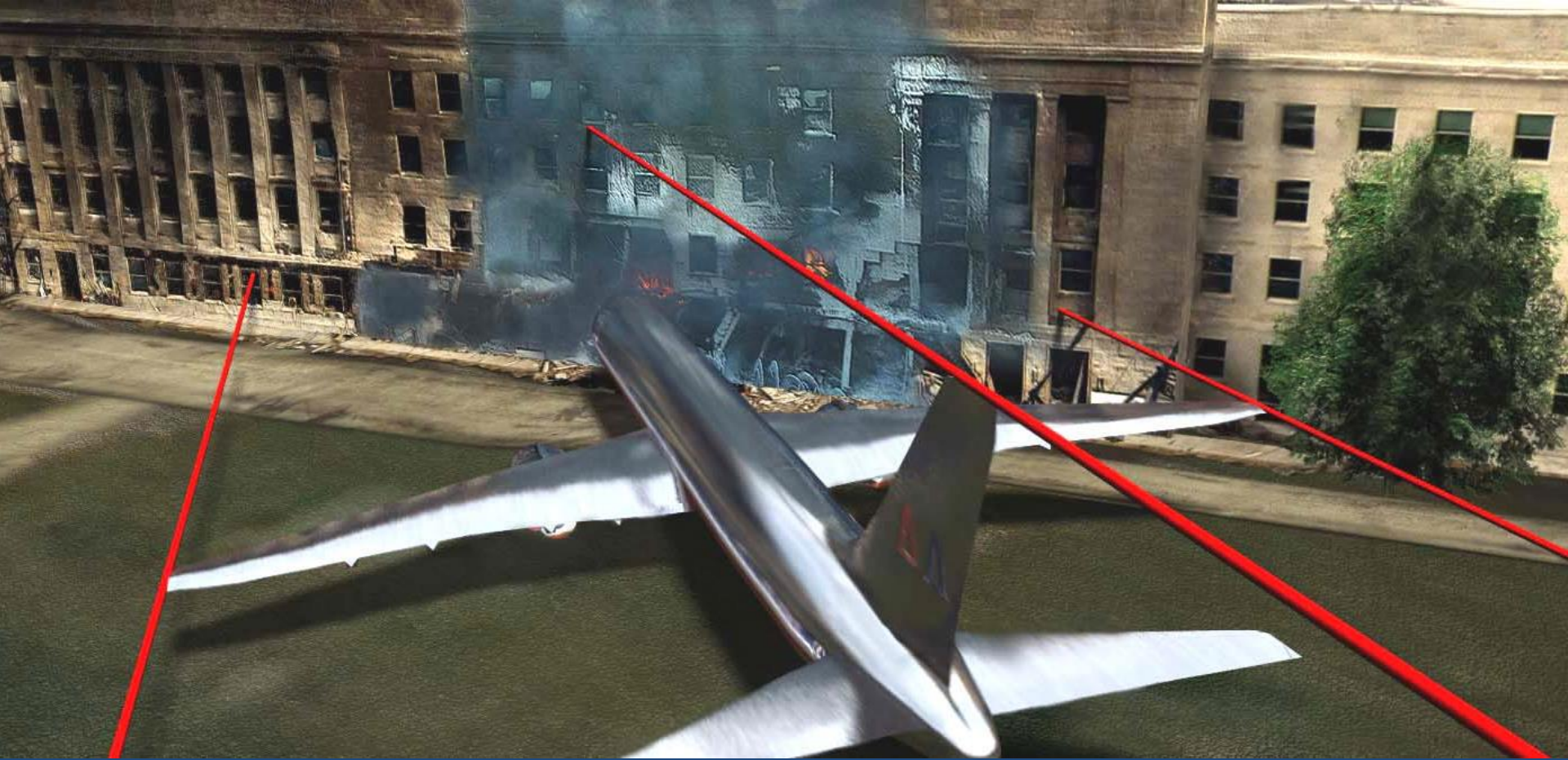
Unless the North of Citgo witnesses are mistaken or lying in exactly the same way, **the government's plane-impact story can't be true.**

“The work that Craig Ranke [and Aldo Marquis] of **CIT** have done on the witnesses for the north path is some of the **most solid, irrefutable evidence that one could ever assemble on 9/11, period.**” – Massimo Mazzucco, creator of *September 11: The New Pearl Harbor*.



As member of Alpha Company, 3rd US Infantry, **Adam Eisenberg** was assigned to the Pentagon on the evening of 9/11. He spent 240 hours on site over the following three weeks. During that time, **he reports seeing nothing that would support the claim that a 757 had crashed into the building.**

Eisenberg says: “**I never saw anything that looked like a part from a Boeing 757.** The damage I witnessed inside and outside the building wasn't consistent with anything that looked like a commercial airline crash had occurred. **I never saw bodies that appeared to be victims of a plane crash or personal effects like luggage or travel items.”**

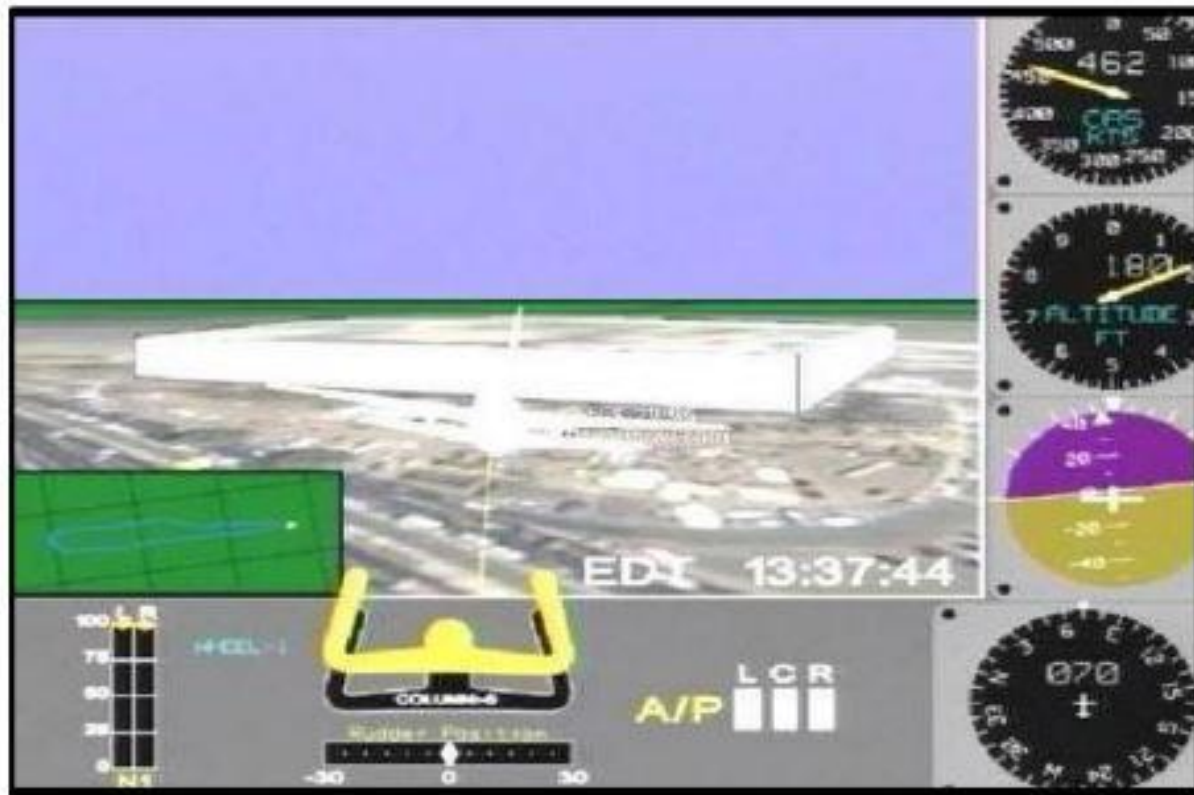


**How could a 757 cause so little damage to the façade and yet not leave a single large piece of wreckage outside?**



We're supposed to believe that a plane going 530 mph hit five poles at the Pentagon on 9/11 without any damage being done to either of the wings or the plane going off course.

**Impossible.**



“The screenshot shows the very last frame of the recorded data. It stops at 9:37:44 AM EDT (Official Impact Time is [09:37:45](#)). You will notice in the right margin the altitude of the aircraft on the middle instrument. It shows 180 feet.” – Pilots for 9/11 Truth.

## NTSB simulation: plane could not have hit

Altitude one second to alleged impact = **180 feet** above sea level

With correction for local air pressure = **480 feet** above sea level

Flight path = north of Citgo gas station

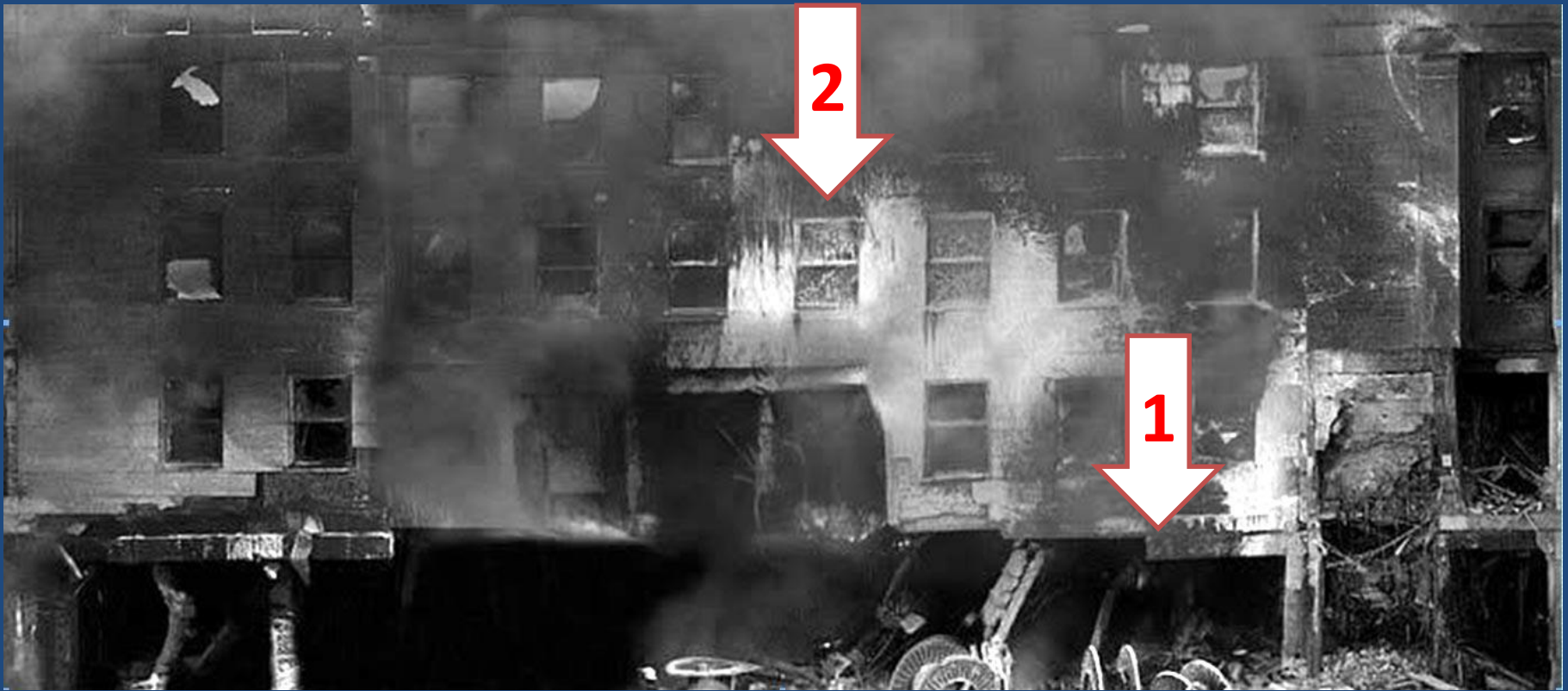
<http://pilotsfor911truth.org/pentagon.html>



Xander Arena has proven that the blur in the official video is too short to be a 757. David Chandler deals with this by ignoring it, continuing to claim that the video is authentic and that it shows Flight 77 hitting the Pentagon.



Minimum actual length of a 757-223      zoomed



**Where did the wings and tail go? If the right engine hit column 17, (arrow 1) why is it still partially standing? Why are windows above the 2<sup>nd</sup> floor opening unbroken? (arrow 2)**

**Column  
14 still  
intact on  
2<sup>nd</sup> floor  
where  
fuselage  
would  
have hit**



**The Pentagon Building Performance Report states the alleged plane would have lost structural integrity by the time it was halfway to the rounded C ring hole, which was 310 feet from the outside wall.**

**What  
caused  
this?**

**NO  
PARKING  
ANY  
TIME.**





... and what happened to these?



**AND... what stopped them from making exit holes of their own?**



**How can there be an open book sitting on a stool right where the plane is supposed to have crashed?**



Who were these guys and why were they **placing or moving evidence**, tainting the crime scene before any investigation had started?



**Does it look like this foundation took the impact of 90-ton jet going 530 mph?**







It is true that not all the Pentagon grounds looked as pristine as the lawn in front of the alleged impact point, but **no large pieces** of a plane were ever found. The scraps of debris we do see appear to have blown out of the building in explosions.



There were  
small pieces  
that could be  
easily moved.



**But nowhere near enough  
to account for a 757**



**Wayne Coste calls this a  
“large” piece of the 757 that  
he says hit the Pentagon.**



# Any one of the following would make for a persuasive case that no plane hit the Pentagon:

- The accounts of the North of Citgo witnesses
- The disappearance of the wings, tail section, and horizontal stabilizers
- Alleged FDR data that shows no impact
- Video that was provably faked to convince us of an impact
- A rounded C ring hole that has no rational explanation
- The absence of exit holes that would have been made by the two 8,000-pound engines.

**But we have all of these.**