

Pentagon Anomalies

by

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caveat lector

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Introduction

For the purposes of this essay, I examined data for the two-year period after September 11, 2001. There are dozens of other crash site pictures available. However, the pictures that I've presented in this essay are sufficient to prove my point. What is that point? I'll present that later in the essay.

The purpose of showing these pictures in this essay is to demonstrate the amount and visibility of the wreckage, and other effects of a crash, that result from the crash of a large airplane. Please don't skip anything. Look at all of the pictures, on each page. Read each of the descriptions. As you look at the pictures, note the amount and the visibility of the wreckage that's present at each crash site. Notice, in some of the pictures, the skid marks, gouge marks, or scorch marks on the ground. The wreckage and other effects of the crash at the crash site of a large airplane are plentiful and obvious.

The pictures, accident descriptions, and crash site data presented in this essay are taken from sources as noted throughout the document. Text, including typos, that is shown with the pictures is quoted exactly from the sources. [I tried twice to get permission from AirDisaster.Com](#) to use the information taken from that source. I didn't receive any reply.

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Sudan Airways Flight 39

Source: AirDisaster.Com

Date: 08 July 2003
Airline: Sudan Airways
Flight No.: 39
Aircraft: Boeing 737-2J8C(A)
Location: Port Sudan, Sudan
Fatalities: 116:116

The aircraft [ST-AFK], on a scheduled passenger flight from Port Sudan to the capital city of Khartoum, crashed several minutes after takeoff following a report of trouble from the Captain to Air Traffic Control. One passenger, a two-year-old boy, survived the accident and was listed in good condition.





Air Algerie Flight 6289

Source: AirDisaster.Com

Date: 06 March 2003
Airline: Air Algerie
Flight No.: 6289
Aircraft: Boeing 737-2T4(A)
Location: Tamanrasset, Algeria
Fatalities: 102:103

The aircraft departed the southern Algerian city of Tamanrasset for a scheduled passenger flight to Algiers via Ghardaia at 3:45pm local time (1445 GMT). Witnesses reported seeing one of the 737's engines in flames during the takeoff roll, and the aircraft veered off the runway and crashed some 600 feet from the centerline.



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Federal Express Flight 1478

Source: AirDisaster.Com

Date: 26 July 2002
Airline: Federal Express
Flight No.: 1478
Aircraft: Boeing 727-232AF
Location: Tallahassee, Florida
Fatalities: 0:3

The aircraft [N497FE] crashed at 5:43am local time while attempting to land at Tallahassee Regional Airport on a cargo flight from Memphis, TN. With the Tallahassee Airport control tower closed due to the early-morning hour, the flight crew received clearance from Jacksonville Center for a visual approach to runway 9 at 5:36am. The first impact mark was on a tree, about 70 feet high and 3,100 feet from the end of the runway. The plane first hit the ground about 2,100 feet from the end of the runway, and the first piece of wreckage - a leading edge flap - was found approximately 200 feet from the initial tree-strike point. The aircraft's landing gear was down at the time of the accident. The 727 skidded to a stop about 1,000 feet from the end of the runway and caught fire; the flight crew escaped major injury.







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China Airlines Flight 611

Source: AirDisaster.Com

Date: 25 May 2002
Airline: China Airlines
Flight No.: 611
Aircraft: Boeing 747-209B
Location: Taiwan Strait - off Penghu, Taiwan
Fatalities: 225:225

The aircraft [B-18255] departed Taiwan's Chiang Kai Shek Airport at 2:50pm local time for the 1hr 20min flight to Hong Kong. About 20 minutes after takeoff, while cruising at FL350, the aircraft disappeared from radar screens and crashed into the Taiwan Strait between Taiwan and China. Radar data suggests that the aircraft broke into four pieces while at FL350. This theory is supported by the fact that articles which would have been found inside the aircraft (magazines, etc.) were found up to 80 miles from the crash site. There was no sign of an explosion on the recovered debris, and no distress call was received from the flight crew. Weather around the time of the accident was clear.



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EgyptAir Flight MS843

Source: AirDisaster.Com

Date: 07 May 2002
Airline: EgyptAir
Flight No.: MS843
Aircraft: Boeing 737-566
Location: Tunis, Tunisia
Fatalities: 14:62

The aircraft crashed while on approach to Tunis-Carthage Airport runway 11 while on a flight from Cairo. Shortly before the accident, the Captain reported a landing gear malfunction, and had performed a low pass over the airfield. The aircraft crashed during its second approach. Weather around the time of the accident was poor.



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Air China Flight 129

Source: AirDisaster.Com

Date: 15 April 2002
Airline: Air China
Flight No.: 129
Aircraft: Boeing 767-2J6ER
Location: Pusan, S. Korea
Fatalities: 128:167

The aircraft [B-2552] departed Beijing at 8:37am local time as flight CA129 to Pusan's Kimhae Airport. While turning onto final approach to Runway 18R at Kimhae, the aircraft impacted rising, wooded terrain, broke apart, and caught fire.











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TAME Flight 120

Source: AirDisaster.Com

Date: 28 January 2002
Airline: TAME
Flight No.: 120
Aircraft: Boeing 727-134
Location: Cumbal Volcano, Colombia
Fatalities: 92:92

TAME flight 120 departed Quito at 10:03am on the first leg of its scheduled Quito-Tulcán-Cali (Colombia) flight. Radio contact with the aircraft was lost at 10:23am as it approached Tulcán. The aircraft crashed near the Colombian city of Ipiales, approximately 20 miles north of Tulcán, in a crater near the top of the 15,626ft Cumbal Volcano. The wreckage of the aircraft was found by aerial search some 24 hours after the initial disappearance of the plane. The weather in the heavily mountainous region was reported to be foggy around the time of the accident.





Garuda Indonesia Flight 421

Source: AirDisaster.Com

Date: 16 January 2002
Airline: Garuda Indonesia
Flight No.: 421
Aircraft: Boeing 737-3Q8
Location: Klaten, Indonesia
Fatalities: 1:60

The aircraft was on a flight from Lombok to Yogyakarta when the crew was forced to make an emergency landing in the Benjawang Solo River, approximately 14 miles from their destination airport of Yogyakarta. Weather at the time of the accident was poor. A flight attendant was reportedly killed in the accident.





The Pentagon

The pictures presented next in this essay show the so-called crash site at the Pentagon. The first five such pictures allegedly show the impact of American Airlines flight 77 on the Pentagon. I can't help but to wonder about the date and the times shown on the photos but that's the way that they came from the website so that's the way that I've presented them here. The remaining pictures in this section of the essay show the so-called crash site. Compare them carefully with the crash site pictures shown in the previous section of this essay. Look at the pictures of the so-called Pentagon crash site for debris, wreckage, skid marks on the ground, scorch marks on the ground or the building, or impact marks anywhere.

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American Airlines Flight 77

Source: AirDisaster.Com

Note: I quoted the statement below exactly from the source. I don't necessarily believe that it tells a true story.

Date: 11 September 2001
Airline: American Airlines
Flight No.: 77
Aircraft: Boeing 757-223
Location: Washington, D.C., USA
Fatalities: 64:64+125

American Airlines Flight 77 departed Washington's Dulles International Airport at approximately 9:20am local time on a flight to Los Angeles. Shortly thereafter, Washington TRACON lost contact with the aircraft's crew, and the plane's transponder was switched off. A primary target representing the aircraft was seen proceeding directly toward the White House. The plane was seen to veer away from the White House, enter a high speed dive, and impact the side of the Department of Defense (Pentagon) building in Washington, D.C. This crash was the third in a series of orchestrated terrorist acts carried out by suicide hijackers that affected the United States on September 11.



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Sep. 12, 2001, 17:37:22

#3 impact



Sep. 12, 2001, 17:37:23

#4 impact

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Pentagon Anomalies

Source: Pentagon: Hunt the Boeing! And test your perceptions!

Note: The link to the website shown here as the source of the pictures is no longer an active link. For the record, this is the link that I originally use to obtain the pictures.

http://www.asile.org/citoyens/numero13/pentagone/erreurs_en.htm



Pentagon Anomalies



Source: Department of Defense

Note: The link to the website shown here as the source of the pictures is no longer a correct link. For the record, this is the link that I originally use to obtain the picture.

The <http://www.defense.gov/photos/Sep2001/010914-F-8006R-001.html>



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Anomalies

Serious anomalies are revealed by an examination of the so-called crash site at the Pentagon. Compare the pictures of the so-called Pentagon crash site to the other crash site pictures presented in this essay. At the so-called Pentagon crash site, there wasn't any wreckage. There weren't any skid marks or scorch marks on the ground in front of the Pentagon. The hole in the wall of the Pentagon is much smaller than a Boeing 757. Even so, there weren't any impact marks on the wall from the engines, the wing spar, or other hardware. It follows that the Pentagon wasn't hit by a Boeing 757.



A few people have claimed that they saw an airplane hit the Pentagon. If there was even an airplane there at all then, in my opinion, the witnesses saw it approach the Pentagon. They saw an explosion. They were watching the explosion and didn't see the airplane flying away from the Pentagon, on the other side. If the hypothetical airplane was there at all, then it dropped a bomb on the Pentagon. I don't believe that it was there. I believe that the Pentagon was hit by a cruise missile.

Whatever the case, four airplanes were hijacked. Since the Pentagon wasn't hit by an airplane, there's at least one missing airplane. That calls the whole story into question. Some people believe that one of the hijacked airplanes crashed in Pennsylvania. Some people don't believe that. So, there could be two missing airplanes. Two airplanes crashed at the World Trade Center. If they were different airplanes from the ones that were hijacked, then there are four missing airplanes. Thus, there are a lot of unanswered questions. For my answers to them, I suggest that you read my essay [Unnamed Agency](#).

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