The "Punch out" hole in the C-ring

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8-20-2015

According to the *Pentagon Building Performance Report* of January, 2003, *"The impact effects [of the plane traveling through the Pentagon interior] may be represented as a violent flow through the structure of a "fluid" consisting of aviation fuel and solid fragments."* This flow was concentrated at first in the shape of the plane fuselage, which was then was dispersed with the impacts with the exterior wall and internal columns. The debris flow retained enough focus to break through the C ring wall and create a somewhat circular opening known as the C ring hole.

Honegger disputes this theory and claims that the hole was *not* caused by an aircraft, but rather caused by shaped charges in order to access the area by Pentagon and rescue personnel.

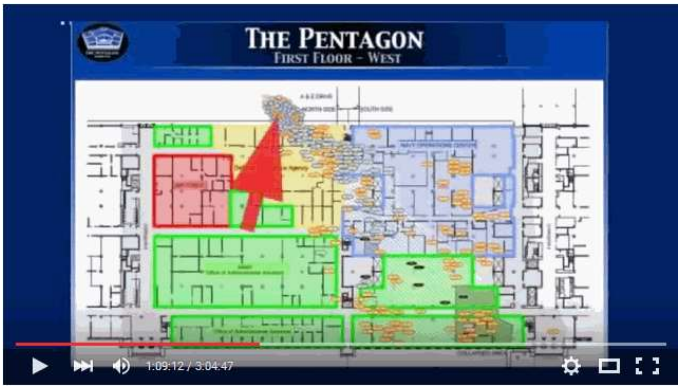
Honniger further states that it is virtually impossible for a plane to travel through the column network and therefore the circular hole could not have been from any plane.

Honniger basis her hypothesis and conclusions on:

1. Statements in a news briefing on September 15, 2001 by Terry Mitchell, chief, Audiovisual Division, Office of the Assistant Secretary of Defense for Public Affairs (OASD (PA)) who took photographs of the damage. Speaking of the debris outside the C ring hole, Mitchell stated: *"They suspect this is where part of the aircraft came through although personally I didn't see any evidence of an aircraft down there."* And "*This pile is all Pentagon metal." "None of that is aircraft whatsoever." "As you can see, they've punched a hole in here. This was punched by the rescue workers to clean it out."*
2. Honegger correctly states that the paint marks adjacent to the hole were added after the hole was made, and that the inverted "A" is the international rescue symbol for dead victim removed.
3. She concludes that *"This hole is made for the exit of Pentagon personnel and the entry of rescue and clean up teams"*
4. And to reinforce her conclusion she quotes that according to shaped charge expert and mechanical engineer Michael Meyer: *"This* (so called exit hole) *is the signature of a shaped charge explosive".* And *"It is physically impossible for the C-ring wall to fail in a neat clean circle like that"*

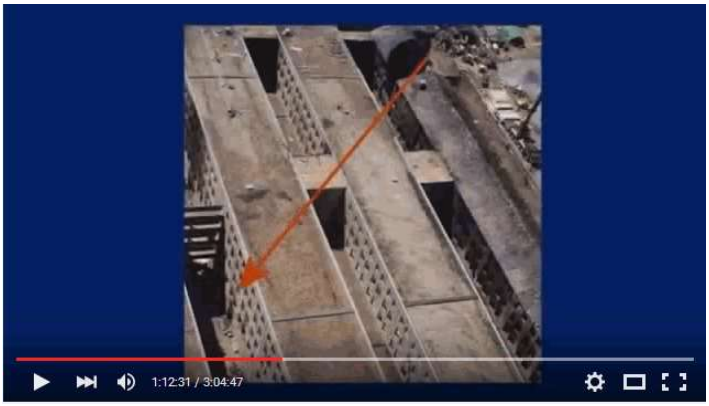
She offers several slides in her presentation, four of which are provided below:

Slide 1 – 1:07.56



Slide 2 1:09.12

Slide 3 1:11.17



Slide 4 1:12.31

Is Honegger's hypothesis reasonable and did she address all the evidence? Let's take a closer look.

Honegger uses two pictures of the "punch out" hole, specifically "Slide 1" showing debris close to the hole and prior to any paint marks on the wall, and "Slide 3" showing the debris moved aside with the spray painted "punch out" and inverted "A" markings on the wall.

Using just these two pictures, certainly it's difficult to ascertain clearly if there are plane parts or exactly what is in that debris pile. Most agree that an aluminum plane slamming into a reinforced concrete structure with walls and internal columns at over 500 mph would not remain intact and the majority of the parts would indeed be shredded.

And clearly identifying any shredded airplane parts from office fixtures and furniture may be difficult for the average observer without at least some pause and focus. The vast majority of aircraft crashes are not shredded through a building at high velocity and have identifiable parts that the average person can easily identify with just a casual glance. But this is not the average crash. Therefore, it's understandable why Terry Mitchell , who was not part of the search and cleanup process would say : "*They suspect this is where part of the aircraft came through although personally I didn't see any evidence of an aircraft down there."* And "*This pile is all Pentagon metal." "None of that is aircraft whatsoever."*

But Terry Mitchell is not the only individual who saw the wreckage pile and there are ample other very credible eye witnesses, many who were on the search and cleanup, that identify aircraft debris, including: (source- Rense.com)

1) *"Most of the wreckage was in **very small pieces** and most was carried out in drywall buckets. Some was large enough to identify -- including the tail number on the aircraft. I don't think there's any doubt about what it was and who owned it."* (From a letter by an employee of the Pentagon)

2) "DC Matthew" wrote about his work inside the Pentagon: *"After about 15 minutes shoveling up chunks of carpet and brick, I found a piece of circuit board, and a **chunk** of the plane. When I say a chunk*

*of it, I mean a piece that was about **3 oz of twisted aluminum**. The biggest piece I've seen so far is about the size of a refrigerator."*

3) While searching through wreckage inside the building, firefighters Carlton Burkhammer and Brian Moravitz *"spotted an **intact seat** from the plane's cockpit with a **chunk** of the floor still attached."* Burkhammer also *"spotted **lime-green pieces** from the interior of the plane"* within the building.

4) CMSgt. John Monaccio wrote: *"I was in room 1B461. The plane's inertia carried **aircraft remains** all the way through the building coming to rest on the outside walls of our offices. We discovered **cockpit wreckage** at our feet while attempting to rescue people from a Navy operations area."*

5) ARFF Captain Michael Defina said: *"The only way you could tell that an aircraft was inside was that we saw pieces of the **nose gear**."*

6) Navy Lt. Commander David Tarantino described the A-E Drive punchout hole: *"They found an area where fire surrounded a hole in a wall that was blown out. They heard cries from people who were trapped and saw a **plane tire**."*

7) Lt. Kevin Schaeffer from the Navy Command Center recalled that *"on a service road that circled the Pentagon between the B and C rings, a **chunk** of the 757's **nose cone** and front **landing gear** lay on the pavement a few feet away, resting against the B Ring wall."*

8) *"The nose of the plane just barely jutted out into A/E Drive (the street that runs around the inside of the building). It made a perfectly round, 5-foot hole in the wall. There was one set of **landing gear** (presumably from the nose) out in A/E Drive. But most of the plane's **skin** was in pieces not much bigger than a piece of notebook paper."* (From a letter by an employee of the Pentagon)

9) *"I thought it was a terrorist bomb. . . .But then I saw the **landing gear**. It was on the ground in the alley between the B and C rings. When I saw it there, not only did I realize an airplane had struck the Pentagon but it was clear that the plane had come through the E, D, and C buildings to get there."* (Paul K. Carlton, Jr., U.S. Air Force surgeon general, quoted by Dean Murphy, "September 11: An Oral History," p. 216

10) Rep. Ted Tiahrt wrote: *"In the C and B rings the plane had punched a hole you could a drive a truck around in, and I saw an **airplane tire**. It made it very real."*

11) When LTC Victor Correa went back inside the Pentagon, *"he found out what caused the horrific attack he survived earlier that morning; he saw the **nose cone** and the **landing gear** of the airliner."*

Honegger presents only a few close up photos of the punch out area. But there are several other photographs of that punch out hole that are more revealing.

4
1
DEBRIS ANGLE
2
3

Note the semi circular piece of debris with 8 holes along with the greenish color of some of the debris. This greenish coloring is similar to the greenish primer paint found on the inside of aircraft.
Note also on the left side, what appears to be part of the internal partition wall as well as a white pipe that remains standing. If shaped charges were used to blow out this wall from the inside, wouldn't this portion of the internal partition wall system be cut away to allow access the masonry wall in order to connect the shaped charges? On the other hand, is it possible for"slurry" of plane parts to blow out the center and majority of the masonry wall, while pulling and ripping the perimeter edge away from the internal wall and pipe? Note how the right side of both the internal and external masonry wall is sheered relatively clean relative to the left side. Could clean "right hand sheering" be the result of the angle of the debris slurry relative to the wall face?

And according to TLC's "Pentagon Under Fire," aired 9/11/02 this wheel hub was found near the exit hole.

Which is very similar to this hub from a Bowing 757 landing gear.

1
2

Note the circular object to the right of this individual and the same semi circular part to the left of the individual. Also notice that the majority of the debris is to the individual's right, or at an apparent angle other than 90 degrees in relation to the wall. Next, we look at another photo taken prior to the painting on the walls.

And this part of what appears to be landing gear was found near the punch out hole.

But what about the tire that Navy Lt. Commander David Tarantino and Rep. Ted Tiahrt described. Is there any photographic evidence for a tire near the punch out hole? It turns out that there is.

This photo appears to indicate a shredded part of a tire.

Which is more clearly indicated in this photo. Note the ribs on this tire, which are similar to the ribs found on aircraft tires.

And according to the Michiin website:
"MICHELIN® Aircraft tires are currently original equipment on Boeing's 737, 757, 747-400 aircraft and is approved by Boeing as a replacement tire supplier on almost all of its current aircraft."

Michelin offers two tire sizes, one for the mains landing gear H40x14.5-19 with a 24 or 26 ply rating depending on the series, and a smaller size for the nose gear H31x13.0-12 with a 20 ply rating. Bridgestone, Goodyear and others also have similar ribbed aircraft sizes and plys for the Boeing 757.

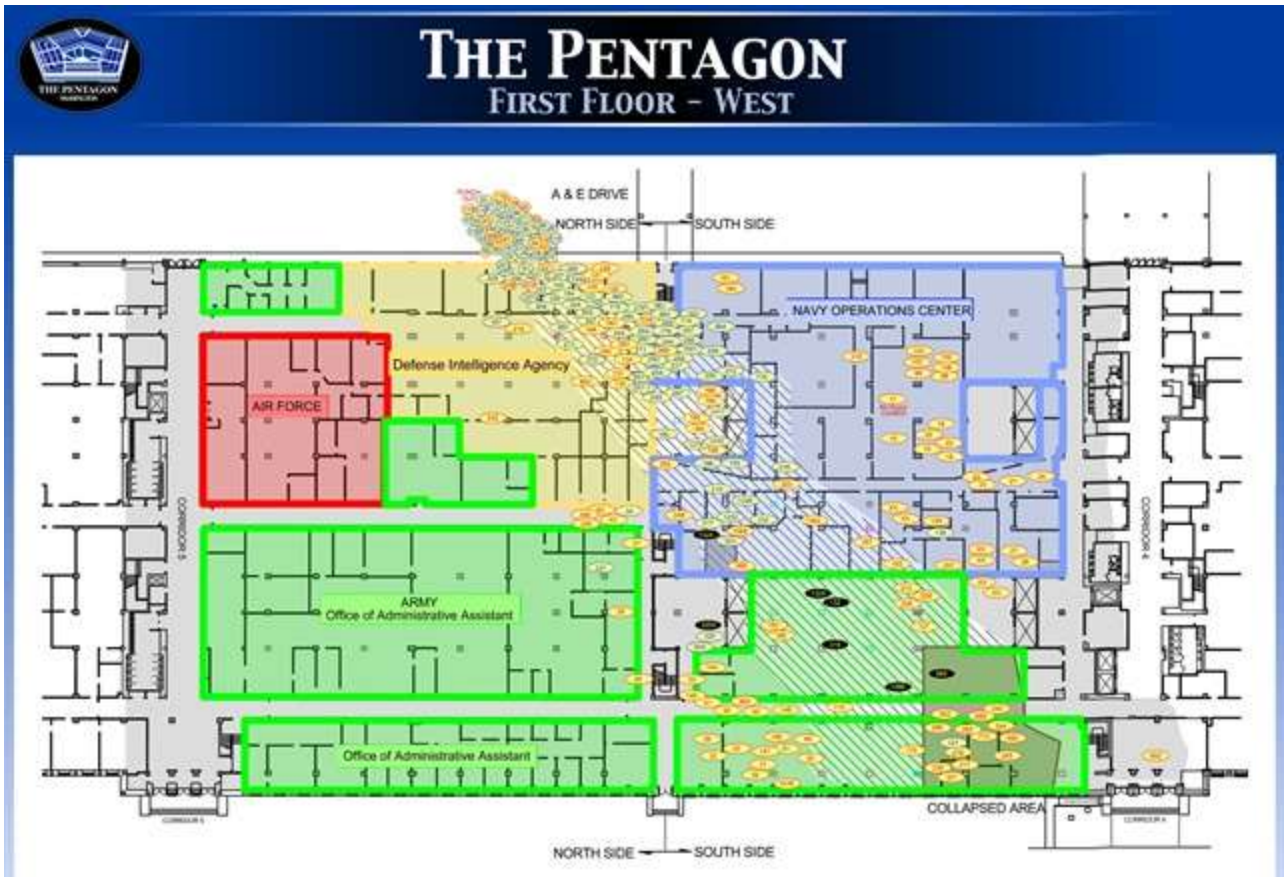


Figure G-9

Summary

In order for Honegger "no plane – shaped charged" hypothesis to be scientifically credible, it must be able to adequately and reasonably address all the available evidence. And it must be the best hypothesis that addresses the most evidence.

Honegger's hypothesis fails the scientific method for the following reasons:

1. It does not explain why the direction or angle of the centroid of the debris pile.
2. It does not address the evidence of plane debris found in the pile, including:
    - The tire fragment with ribs similar to a Boeing 757 tire
    - The wheel hub that is similar to a Boeing 757 hub.
    - The aluminum hull part with greenish paint
    - The landing strut.
3. It does not address why the rescue workers would make an access hole using shaped charges:
    - Circular
    - Significantly higher than necessary for personal to access (well in excess of an ordinary door.)

- Significantly wider than necessary for personal access (well in excess of an ordinary emergency door.
- Why rescue personnel would take the time to blow a large circular hole in a masonry wall when there is an access door perhaps less than 50 feet away that could simply be unlocked and opened.
- Why the debris would be blown outward at an angle, rather than normal to the wall.
- Why the portions of the internal non load bearing wall remained on one side.
- Why at least one pipe remained, and why the shaped charges did not sever it or how and why the shaped charges were placed around the pipe.
- The remarkable coincidence that the rescue personnel decided to blow a hole in the masonry wall precisely in line with the downed power poles, and entry hole.

4. It does not address why so many eyewitnesses who there were there working in or with the debris, independently said they observed many plane parts in the rubble.

The damage to internal columns and the large amount of internal debris on the first floor are strong evidence that a large plane entered the building and was shredded by the supporting columns. Many columns were removed or damaged, and many were abraded and bent in the direction of the debris flow. Pre-planted explosives could not conceivably have created this pattern of damage. The C ring hole and the debris in the A & E driveway, strewn in the direction of the plane path, are further evidence of large plane impact and penetration.

Of the damage evidence presented in this section, Honegger discusses only the C ring hole, attributing its creation to workers who wanted an exit hole after the main event. This explanation is shown to be not credible. Honegger's interpretation of a figure showing three "exit holes" and her charge of malfeasance on the part of another, unnamed researcher are also shown to be spurious. Omission of key evidence by Honegger violates the scientific method and leads to a fraudulent analysis.

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