

Craig Ranke Interview with Albert Hemphill

Min	Sec	Speaker	Content
05		Hemphill	Hello
06		Ranke	Yes Hello, Albert Hemphill
08		Hemphill	Yes
09		Ranke	My name is Craig Ranke, I'm an independent journalist. Are you the same Albert Hemphill who witnessed the Pentagon attack on 9/11?
016		Hemphill	I am indeed, how'd you track me down? (laugh)
021		Ranke	Just looked it up on the white pages online. Talking to various witnesses, actually. I've spoken with quite a few of em. And you've definitely have one of the more circulated accounts, although I'm not aware that you've ...I've never really read it in any media outlet. I just seen an email that you put out and somebody else published...
044		Hemphill	Yeah, I had a buddy that, a marine that I was talking to and he called me up and said but what did you actually see, and I said I'll pop you an email. And so I wrote the email out and my God, it got forwarded around the world I think
14		Ranke	I'll tell you, yeah
15		Hemphill	that was not the intent
110		Ranke	so has any media outlet ever talked to you about your experience?
114		Hemphill	Channel 7 interviewed myself and a guy named Terry Morin who was working at the Navy Annex also at the time, and Terry and I both appeared on Channel 7 and that was it and after that I pretty much occasionally I get some questions about it, but I've been on the web site sometimes and looked at the conspiracy theorists and all that crap and it just it gets so irritating you know cause you get these nut cases that just they're saying the military did it and that it was a cruise missile and all that kind of crap and it just reaches a point where you don't want to talk about it.
159		Ranke	Right. Well I can tell you I've spoken to dozens of people who saw the plane, so there's pretty much no question there's a plane there but yeah, you definitely have one of the more interesting accounts in the sense that you were at the Navy Annex right there at, was it the 8 th wing with a view of the Pentagon there, right?
220		Hemphill	Yeah it was wing 8 of the Navy Annex, which is now gone, they tore it down to build the Air Force memorial, bout gosh about a few years ago, 5 years ago?
231		Ranke	Um hmm. And so you were inside, you said, you mentioned was it Gary IRamos's office?
240		Hemphill	Yeah, well Gary and I actually shared an office at the time because we were working on a special project for director Ron Kadish, and so I had my regular office was back down in another wing so I went up there and we had kind of a shared arrangement there, it wasn't a real big office but there was enough room for us to work
311		Ranke	We're uh, Now was this office located would you say perhaps in the center of the Navy Annex or toward the north side where the toward the Arlington cemetery side or the south side which would be the Columbia Pike side?

3 27 Hemphill More towards the cemetery side. If you go up to the Navy Annex now and look at Wing 7, it's about, it would be about if you look at the top most... are you familiar with it at all?

3 47 Ranke Yeah, absolutely.

3 49 Hemphill OK if you look at the top floor at the very end on the cemetery side that is Pat O'Rilley's office, the General that runs the place now. And if you count probably 1, 2, 3, 4, 5, oh about 8 windows, 9 windows over, that would be the equivalent.

4 13 Ranke Oh OK, so towards the center but more on the north side of the building.

4 18 Hemphill Yeah, yeah, pretty much

4 19 Ranke OK, were you in the office alone when you witnessed the attack, or was Gary there too?

4 23 Hemphill No, just me. The way it happened was,... I'm sure you've read the account, but we were working a major revision to the structure of the ballistic missile defense organization at the time, and so I've been out checking off some stuff, came back up into the secure conference room, and they had on the TV on the screen, on the big screens there, and so I said hey did you hear what happened? I go no, what? A plane hit the Trade Center in New York, and I figured, yeah, it's probably a helicopter or you know a Cessna 172 or something that had hit, so while we were standing there looking at the screen, kaboom, here came the other one, and I said we're under attack that's a large aircraft. Jesus Christ, you know, we were all just freakin', so Kadish came in and he was wanting to use the conference room, and so I exited and we went out, I walked into the office there where Gary and I shared the office; I'm looking out the window thinking to myself, "My God, what's this world coming to, Jesus Christ," and then I hear a roar and I looked at the window, airplane, I mean that guy missed the Navy Annex by 15, 20 feet

5 46 Ranke So what do you mean, are you saying it was off to the side of the Navy Annex? Or...

5 52 Hemphill No he would have been to my,... over my right shoulder

5 57 Ranke But you, so you saw the fuselage appear from over was it directly over the top of the Navy Annex? Or...

6 2 Hemphill Right over the top. Right over the top. I drew a picture of what I saw for FBI agent Heidi Messerschmidt, that is, of all names Messerschmidt, that was really her name. She was the one of the investigating officers that came up and talked to me and being kind of an artsy guy I could, I can draw, and so I says yep, I'll draw you what I saw. Cause when she first came up and was wanting to talk to me she says we could just interview you down here, and I said no, no, no, no, you gotta come up to the office and and you gotta see this, and so as soon as she walked in she walked up and she saw the window and she says Oh my God, you had the ring side seat, you saw it all, and I go yeah. You know I, you could see him go right over the boat where the gas station is, he clipped a street light, ...

6 51 Ranke Well Luis, Let me ask you, when you saw it pass the gas station did it look like he was flying straight or banking or turning?

7 1 Hemphill Diving

7 2 Ranke Diving

7 3 Hemphill You could hear the spooling of the engines, the distinctive whine of those things being wound up. And he kicked in, in my opinion, like he kicked in a little bit of right rudder and threw in some aileron because he hit the Pentagon at about the second window level. He did not hit the ground. He did not touch the ground. It smacked right into the building.

7 34 Ranke Now when you saw it, let's back up a little bit. When you saw it pass the gas station, what side of the gas station was it on? Was it on the again, on the arlington cemetary or north side, or else perhaps the south side, the other side?

7 47 Hemphill You know it's hard to say, it looked like it went right over the top to me, you know, because of the way its flight path was, but you know you would have come pretty much right smack over the top of it, right over the bridge there, it takes you over to I think on the right if I did all those years ago, I said 110, I meant 27.

8 8 Ranke Right

8 8 Hemphill But he went right over there towards where the old heliport was, so if you go from where the old heliport was and you draw a line straight back over the Navy Annex, it's going to take you pretty much over the gas station.

8 22 Ranke OK, but would you say if you had to say if it was leaning towards one side or the other of the gas station, perhaps a portion of the plane, or did it look directly over the top? Or what do you think?

8 32 Hemphill Yeah, I would say more towards the cemetary side

8 36 Ranke a little more towards the cemetary side, OK. And uh well it was interesting cause you also mention that the blast from the explosion knocked you back onto your desk.

8 47 Hemphill Yeah, it was like a shock wave of a like a 2000 pounder going off. No, just a, you could hear the deep, deep rumble and then boom, it just caused everything on the Annex to just shake and stuff rattled and it just forced me back on the desk.

9 10 Ranke Now did you hear

9 11 Hemphill (inaudible)

9 12 Ranke Ok, I'm sorry, I interrupted

9 16 Hemphill Nah, it's just the heavy thunderous boom, you know

9 21 Ranke So it forced you back on the desk, but it didn't knock you down or anything

9 25 Hemphill No , no, no, no, no,...

9 27 Ranke Alright, now uh, ... It's interesting too because you mentioned that you estimated that it was ... well did you actually hear it before you saw it?

9 39 Hemphill Say it again please

9 40 Ranke Did you hear the plane before you saw it?

9 45 Hemphill Um no. I heard the roar right as he was in the window. Cause I'm looking right out the window. So it's pretty, I would say, as abest as I can recollect it was pretty much simultaneous. You know.

10 4 Ranke OK, Did you see it actually hit light poles or did you just hear about that afterwards?

10 10 Hemphill I saw him clip it.

10 12 Ranke Saw it clip a light pole.

10 14 Hemphill Yeah.

10 15 Ranke Did you notice the cab or anything like that?

10 18 Hemphill Nah, I don't remember seeing a cab. I've heard that one. I don't remember a cab. It may have been there, but ...there's so much going on, you know you only have a sight picture there, you know we're talking seconds. So, you know, when people say stuff like that you have to be careful that you don't absorb in stuff that they have said that you didn't really see, that correlates with your story, and what you witnessed.

10 45 Ranke Right.

10 46 Hemphill And I don't recall seeing the cab, I really don't.

10 49 Ranke But you say you're absolutely certain that you did see it clip a light pole?

10 53 Hemphill Yeah, because it was like a flash with it, you know

10 57 Ranke A flash? Did you see a light pole go flying or anything like that?

11 3 Hemphill No. No, no, no. You just, you see the kinda a glance or something, a flash of a wing catching it or something.

11 14 Ranke Interesting. Did you see it hit more than one pole, or just one

11 18 Hemphill Just one is all I picked up. It may have been more. I don't know.

11 22 Ranke Right. Now you said it was at a dive. Did it look like it actually impacted, you said around the second floor, was it in a descent at that period or did it ever level off?

11 32 Hemphill I personally I think he got into a little ground effect, and I think there was a degree of his leveling off, maybe and the tail looked like it may have started to sink in just a hair, but it's hard to say, again I only had a quick look at it there as it happened.

11 53 Ranke Well you mentioned in your account that you think you saw it you estimated about three seconds

11 58 Hemphill Yeah, that's about right.

12 0 Ranke You also estimated that the speed was perhaps between 250 and 350 knots, right?

12 8 Hemphill Yeah, that was my guess. He was actually a little faster than that as I understand.

12 13 Ranke OK

12 14 Hemphill He was clean though, he did not have his gear down, there were no flaps that were down,

12 22 Ranke Alright. Now there's a lot of stories about a second plane, and you seem to have mentioned that in your account as well. A C130.

12 33 Hemphill Yep. I saw a C130. Without a doubt.

12 36 Ranke About how soon after the explosion did you see the C130?

12 44 Hemphill Oh God, that had to have been ... 10, 15 minutes.

12 52 Ranke 10 or 15 minutes!

12 54 Hemphill Yeah, we already exited the building. We're outside when I saw the C130. He seemed to be I figured out bound from Andrews. And he was probably at maybe at, just guessing at 8 to 10 thousand feet heading westwardly

13 17 Ranke He was heading in a westerly direction?

13 20 Hemphill Yeah.

13 21 Ranke So did you only see it flying away, or did you see it approach the air space above the Pentagon?

13 26 Hemphill No, he was departing. He was outbound. He was nowhere ... nothing to do with the immediate Pentagon air space. He was an outbound C130.

13 39 Ranke so by the time you got outside, then, you're saying you pretty much right away saw that C130, but it was already flying out? Flying away?

13 45 Hemphill Yeah, we were, I guess I saw that we were had already exited to the cemetery side and had gone out the exit that is now gone, where there was a foot bridge between wing 7 and wing 8. And we exited out underneath there, and we were into the parking lot and we're trying to get everybody organized to get everybody out and I looked up and I saw him outbound.

14 21 Ranke OK, yeah because there's a lot of different accounts of that C130 right down to somebody who claims that it was literally following the American Airlines jet and

14 31 Hemphill Bull

14 31 Ranke shadowing it, and then it flew away during the explosion.

14 35 Hemphill No. The Pentagon was on fire already as I saw this guy. The impact had happened and this guy was outbound, and he was what I said, I know aircraft very very well. And I know a C130 when I see it, And I looked up and I'd say easily 8 to 10 thousand feet westerly outbound. He had nothing to do with it. He's just a poor bastard happened to be in the air, heading out at that time.

15 3 Ranke Yeah, his account's pretty well know, Lt. Col. Steven O'brian was the pilot of that flight. So it's pretty well documented. That's why it's interesting to hear the different accounts, right down to somebody actually claim that that plane was shadowing flight 77 and flying away during the explosion. Now...

15 19 Hemphill Nah

15 20 Ranke ...did you see any other planes flying away at the time of the attack?

15 26 Hemphill Nope. The only thing that came in after the Pentagon was on fire was an F16 came ripping over, and he was, went into a very typical military high bank turn right over the Pentagon, and as I heard, they were from Seymore Dodson, I think. But he came ripping up, and it definitely made a ripping noise and got people excited. A lot of us went down to the bridge that takes you to Rosalin. And we're trying to help people and you know it was just a mess. It was a lot of burns.

16 16 Ranke So are you enlisted military?

16 18 Hemphill Say again?

16 19 Ranke Are you enlisted military or civilian contractor?

16 22 Hemphill Nope. I'm a ...at the time I was a DOD civilian employee. I've been in the reserves many many many years ago.

16 33 Ranke OK. Well what we've done, Albert, is spoken with dozens of witnesses, in fact I've even interviewed Terry Morin himself.

16 46 Hemphill Ah, I know Terry, good friend.

16 48 Ranke Yeah, in fact your account certainly does corroborate his, he also describes the plane as being right over the top of the Navy Annex. How sure are you that it was directly over the Navy Annex as opposed to being on the complete south end of Columbia Pike, in fact I mean on the south side of the VDOT building. You know where that communications antenna tower that there is on the other side of Columbia Pike there?

17 14 Hemphill Yeah. I know where it is.

17 16 Ranke What are the chances that it was on the south side of that, between that and the highway?

17 21 Hemphill I think that's over a little bit far. I mean I could, from my vantage point I could, it ... you know, Terry's probably correct, as to where he was, that it probably went more over the center of the gas station then, but he definitely was to my right shoulder, so that would correspond to what Terry has always said.

17 48 Ranke Well yeah, no, Terry describes it as being absolutely directly over the Navy Annex, like he looked up, he was between the wings, and he said he looked up and saw the belly only

17 58 Hemphill OK

17 58 Ranke After he ran out is when he saw the plane caught again, and caught the tail of it, but that it was directly over the Navy Annex, and that seems to correspond with what you're saying here.

18 8 Hemphill Yeah, Yeah, that's that's pretty accurate.

18 11 Ranke OK. Well I'll tell you...

18 13 Hemphill Can I ask you a question? Are you writing this for yourself or what are you going to do?

18 19 Ranke Yean, well, it's a bit more than just an article, and yes I'm independent, and yeah, as a result of a lot of the questions about the Pentagon attack, what we've done is launch an independent investigation because, well, you know the government hasn't been very forthcoming with evidence regarding the Pentagon as opposed to the World Trade Center where we've got these video recordings of the planes going right into those buildings. You know the government hasn't released any video of the Pentagon attack and that helps, helped bread a lot of questions, of course.

18 53 Hemphill Yeah.

18 54 Ranke Plus of course the suspicious lack of debris and the anomalous damage to the hole, naturally when you're talking about an event as important as this, that has been used as the pretext for permanent global war, people are going to have questions.

19 9 Hemphill Right.

19 10 Ranke So what we've done is made it our mission to talk to as many eyewitnesses as possible, and...

19 15 Hemphill Ah, OK.

- 19 16 Ranke Yeah, cause they know, obviously that's the best source of independent evidence, the people who were there and actually watched the event go down, in order to show people, look, this is the truth, this is what really happened. And, well, what we decided is that we were going to compare what the eyewitnesses said with all the official reports, the official data, as well as the physical damage that has been documented and photographed and see where that goes. Now in addition to Terry Morin and yourself, I've spoke with Edward Paik, he's a mechanic who's at the A-1 gas station just west of the Navy Annex over there, right between you and the Sheraton. And also I've spoken with several Arlington Cemetary employees who were right there in the Arlington Cemetary maintenance buildings, which you can see quite well from your window, I'm sure.
- 20 12 Hemphill Yeah.
- 20 13 Ranke And most of these accounts we've filmed on location, so we actually have them describing what they saw, exactly what they saw right there in person, exactly where they saw it, so it's pretty compelling because this is something that the media hasn't done, the government certainly hasn't done, we really don't have any official documentation of eyewitnesses, and certainly not filmed on location on the level that we've done.
- 20 42 Hemphill I've heard from people that they, the reason that they tore down wing 8 of the Navy Annex was to take away the look that could ever been corroborated from what anybody would have seen from the Navy Annex, which is absolutely not true. That deal to take down that wing of the Navy Annex was a deal that was cut between Ron Kadish who was the three star director of the missile defense agency and the Air Force association who was advocating the building of the Air Force memorial so those discussions and that deal had long taken place before 9/11.
- 21 30 Ranke Well, it's easy to corroborate your account by speaking with several other witnesses who were in the surrounding area, and obviously that critical area between the Navy Annex and the heliport tower is the most important, where people witnessed the most important part of the final moments of this flight. Now we've also spoken with, have an interview with Sean Boger, who was the heliport tower air traffic controller. So he actually witnessed that plane come in from over the Navy Annex and then fly past the gas station and gives a rather compelling account, basically the complete opposite vantage point that you had.
- 22 11 Hemphill Yeah, what was his take on it?
- 22 13 Ranke Well, he happens to corroborate your account of the plane being directly over the Navy Annex, and corroborate your account that it seemed to be leaning more toward the north side of the gas station, he said it was on the north side of the gas station, But most importantly, and the most compelling accounts that we have documented, Albert, have been the witnesses who were at the gas station. And I've in fact interviewed two Pentagon police officers, Sgt. William LaGasse, and Sgt. Chadwick Brooks, both of whom were right there at the station, but also Robert Tursios, who was an employee at the gas station. And all three of these witnesses saw the plane as it passed the gas station and they corroborate each other as well, including you, and including you and including Sean Boger. And not to mention the Arlington Cemetary guys. They all drew the flight path for me right there on video, and it's rather compelling watching all these accounts match, over and over and over, and all describing the plane flying in the exact same place. Now they all describe it as being between the gas station and Arlington Cemetary, in that little area right there, so you know after ...
- 23 29 Hemphill Yeah?

23 29 Ranke ...after Columbia Pike turns around, goes in front of the Navy Annex and starts, before it goes underneath the bridge, that's basically where they describe it, between, on the north side of the gas station, just south of Arlington Cemetary.

23 44 Hemphill I would say that's pretty accurate.

23 48 Ranke OK. Now the problem with this

23 50 Hemphill But I'm shu.... Go ahead I'm sorry.

23 53 Ranke Well I'm sorry, what were you going to say?

23 54 Hemphill I was just going to say they, ... anybody who was out and about right then in that area would have had a great vantage point if they were at that gas station

24 5 Ranke Precisely. There's zero room for perspective error because they're sitting there on the property. And they're just telling us hey, you know, what's, where's this plane in relation to the gas station, and they all said it was on the north side. If it was on the south side it would have been pretty difficult for them to make that mistake if not impossible, let alone all three of them to make that mistake.

24 26 Hemphill Right, right.

24 27 Ranke And it's not just them. We're actually, now with your account we're actually up to fifteen witnesses who corroborate this approach of the plane as flying directly over the Navy Annex and then north of the gas station, as you described. Now here's the problem, Albert. This happens to fatally contradict all official reports, all official data, as well as the physical damage, including where the light poles were. And so this has caused quite a bit of, uh, well received quite a bit of attention and made a lot of people question the account again on different levels. Now the first report that established that the plane was not in this location, and that it was actually far south of Columbia Pike, and far south of the gas station, between the gas station and Hwy 395, as it headed in a straight line, was the 9/11 Commission. They actually played an animation during the 9/11 commission hearings showing this exact flight path, the entire flight path of flight 77. And, I don't know if you are aware but in 2006 the NTSB then released the official alleged black box data. Were you aware of that?

25 50 Hemphill No, no I wasn't. I... Nope.

25 54 Ranke Well it's not surprising because it wasn't covered by the media at all. Nobody really paid much attention to it, however it was released via FOIA. And we've got experts and pilots who've looked at it, they even put out an animation as well, the FTSB did. But this is the FDR data, the flight data recorder, I'm not talking about the cockpit voice recorder...

26 16 Hemphill Right. This gives you the very basics on air speed altitude and angle of attack.

26 22 Ranke Exact location via lat-longs, of the plane, pitch, roll, descent, altitude all of these things. And even this data, number one it's anomalous on several levels, it shows an altitude much higher than possible to actually hit the building at all, but number two, it also contradicts what you have told us, and what all these other witnesses have told us about the location of the plane. And they all, they have it south of the gas station once again and south of Columbia Pike completely, at all times, which really poses a problem when we compare it with these eyewitness accounts.

27 5 Hemphill Interesting.

27 6 Ranke Yeah, and the reason it poses a problem is because in essence if you study carefully the physical damage starting with the light poles, there were actually five downed light poles, Albert, Do you recall the location the light pole is that you saw get hit?

27 24 Hemphill I think that was one of the ones up there on 27, I believe it was right, let me think now, the um, you've got the bridge, it was on the side of the bridge heading toward Rosaline.

27 46 Ranke So the north side.

27 48 Hemphill It would be the north side, yeah.

27 49 Ranke OK, well, there're actually 5 light poles. One of them is on the south side of the bridge, the other one was on the north side of the bridge, and there's three others that are on Pentagon property that were downed. Now the very first pole was completely on the south side of the bridge. And this pole has been photographed laying in the middle of the highway of Rt. 27 next to the cab which it allegedly hit, and there are pictures of the cab, close up, the cab driver, his name is Loyde England, showing this 40 ft long light pole laying down next to it with a hole in his windshield. We've actually interviewed the cab driver twice. In person. And he even took us to his property where he's got the same cab stored and preserved, and actually showed us the cab. Now this is a rather interesting interview on several levels, compelling, but what he actually claims is that the plane knocked this light pole and it speared the wind shield of his cab, and that he spun out sideways with the 40 ft pole still sticking out of the windshield of his cab, and that he got out of the car unscathed, and a silent stranger helped him remove the pole from his cab and lay it down on the ground, and these are the pictures that we see with the pole and the cab.

29 16 Hemphill I didn't see any of that.

29 18 Ranke Well also the problem with this is that there's not a scratch on the hood of his car, so it seems quite odd that a 40 foot pole could actually spear it, he could spin out sideways with it, you know after being hit by a 90 ton Boeing, and his hood being unscathed. This raised a lot of questions. Now his account has been heavily used and even sited in the Moussoui trial in government images that were used to establish not only the trajectory but the physical damage caused by this plane. But the problem is, if the plane was where you described it, as well as where all these other witnesses, it is impossible for it to have hit these poles. Absolutely, scientifically, physically impossible. We've got a whole organization of pilots, Pilots for 9/11 Truth who have carefully mapped out, they figured it out that in order for the plane to transition from the north side of the gas station where these eyewitnesses document, to the south side where the government says that it was, in order to hit these light poles is simply aeronautically impossible for any fixed-wing aircraft. Particularly one traveling at the speeds that they report. That's another thing.

30 29 Hemphill (inaudible)

30 29 Ranke The speed that you reported is significantly slower, and even Terry Morrin describes a speed much slower than the 535 miles per hour as reported in the flight data recorder.

30 42 Hemphill I thought yeah, I found, when I, I did hear the number and I found that hard to believe, but I figured OK, well, they're going off the real data, I'm just going off my personal estimate, you know, from seeing so many aircraft over the years, I just didn't think he was going that fast.

31 0 Ranke Well what is your expertise, I mean are you a pilot?

31 4 Hemphill Yeah, I had a private ticket and I flew some stuff in my civilian air force career, I got to ride a few aircraft then when I was in air force systems command, So I've been around airplanes a long time. So, I yeah, I'm not buying it. (laugh)

31 31 Ranke Well, you know that poses a big problem because that makes you an expert percep... percipient witness, and again Terry Morin is one as well since he was, he also uh, a pilot, I believe, and not to mention Sean Boger reports a much slower speed, and of course he would be an expert percipient witness as someone who watches planes for a living or aircraft for a living from the Heliport tower there.

31 57 Hemphill Yeah, Terry's an F-4 guy.

32 0 Ranke Oh yeah?

32 Hemphill Yeah, he's a marine F-4.

32 4 Ranke Right

32 5 Hemphill Phantom

32 6 Ranke Wow. So, you know, we've got quite a few experts corroborating a much slower speed, now that poses a big problem too, with the idea this plane completely disintegrated leaving virtually no debris on the lawn, no recognizable, you know wings, or tail pieces, or anything that you could immediately recognize that a large plane hit the building. And in fact many people were confused about what happened because of the lack of debris. So the official explanation requires that the plane is traveling 535 mi/hr, or 460 knots, and that it levels out, that it descends, cause you know obviously there's a large descent in the topography from the Navy Annex leading to the Pentagon.

32 51 Hemphill Sure. Yeah, that is true.

32 52 Ranke So the plane would have to be in a significant descent in order to get low enough to hit any light poles down there on Rt. 27, but then it has to pull up in order to be low and level, and has to enter low and level in order to be reconciled with the physical damage and also the security camera video. Have you seen the 5 frame video that shows an ambiguous object going into the building low and level?

33 20 Hemphill No, I didn't know there was any such thing.

33 23 Ranke That was leaked in 2002 and then officially released by the DOD in 2006. It's a security camera from outside of the building, that basically just shows a smoke plume and then a very ambiguous object that really doesn't look like a plane, and then a big explosion. Now I want to tell you that we have no reason to believe a missile hit the Pentagon, and we think the information we've uncovered proves that a missile did not hit the Pentagon, because we've spoken, as i've said, with dozens of witnesses, Nobody reports a missile, everybody reports this big large plane, just like you did, and they all corroborate this big large plane on the north side, as directly over the Navy Annex then on the North side of the gas station. Everybody we spoke with who was in a position to see that gas station and see the plane in relation to it corroborates each other, and as I've said, we're up to 15 times corroborated, many of them filmed on location, so it's extremely compelling evidence, and I'd say that it's evidence beyond a reasonable doubt. Now the reason we think that story of a second plane flying away during the explosion are dubious is because if the plane was, where you place it, it's impossible for it to have caused the physical damage, Albert, and not just to the light poles, but also to the building, because if you read the ASCE building performance report, have you read that?

34 52 Hemphill Nah, I haven't looked at any of that stuff. I, I, truthfully, I, after what happened, it was one of those things where it was just too painful and I just didn't look at that stuff.

35 0 Ranke Yeah, I understand completely. But this report establishes the physical damage in extreme detail. And what they did was show you how the hole, the initial hole in the E-ring, the outer facade of the E-ring leading all the way to the C-ring hole, I don't know if you saw that strange round hole in the C-ring, pictures of that ever,

35 26 Hemphill Oh yeah,

35 26 Ranke oh you have seen that, OK

35 28 Hemphill yeah, that I've seen

35 29 Ranke OK, well that was allegedly the end of the damage, so they called it the exit hole. Um, so basically all the damaged from the E-ring to that C-ring hole delineates a very specific trajectory. It's all directional. So this damage, this directional trajectory matches with all the official reports, including the 9/11 commission, including this anomalous FDR data that was released in 2006

36 0 Hemphill but you say it doesn't match what Terry and I saw.

36 2 Ranke It doesn't match with what you saw, it does not match with what the witnesses at the gas station saw, it does not match with what the witnesses at the Arlington Cemetary saw, and it does not match with what Penny Elgis who is a witness over on Rt. 27 saw, and several other witnesses, and even Mike Waltler, who is one of the more famous witnesses to the attack. He's described the plane as banking on the north side of the gas station as well. So this is serious. Now what we've done, Albert, is scour the internet for as many eyewitnesses as possible, and we went through the Library of Congress archives. There's a bunch of audio recordings that exist there from eyewitnesses, also just people who were involved with the attack on different levels, maybe didn't witness it, but we found one from a police officer whose name is Roosevelt Roberts Jr. who describes himself as being at the east loading dock, at the Pentagon. Alright, and what he describes to the Library of Congress, this was recorded in November of 2001, He said that, he was at the loading dock, and immediately after the explosion, he didn't know what was going on, he couldn't see any plane approach because you know, he was on the other side of the building. Just a big explosion. He runs out to the loading dock, and what he said he saw was, quote, another plane, as low as the light poles banking around and flying away. So this was a rather interesting account, and in fact corroborates what you said, because if that plane was where you said it was, it couldn't have caused the physical damage, meaning it had to have continued on. Now Roosevelt Roberts saw the plane continue on and we eventually got ahold of him and he confirmed that he saw this plane flying away within 10 seconds tops, like immediately after the explosion. And that it was only 40 ft high, and that it was a passenger jet airliner, silver, with twin jet engines.

38 2 Hemphill Now the plane I saw, I saw one plane and I saw it hit.

38 6 Ranke Well, that is what most of the people, virtually everyone we talked with, certainly believed, But if the plane really was where you all place it, it's physically impossible for it to hit, and in essence it means that this explosion somehow had to have, divert your attention from what the plane really did. And, you know, I hate to be the bearer of bad news, but this isn't my theory. This is strictly what the eyewitnesses report, and what science proves. Now here's all I want to do for you, Albert. I want to provide you with these witness interviews, we have a DVD that contains these interviews, again, filmed on location, you'll see it for yourself, you will be able to judge what they have to say in relation to what you saw, to determine the veracity of it, and it also lays out the official reports, you know including the 9/11 commission animation that I mentioned,...

38 58 Hemphill Yeah,

38 58 Ranke The flight data recorder information released in 2006, and the ASCE Building Performance Report. So we compare and contrast all this information with these eyewitnesses. And it's rather compelling, I think it's something that you should be taking a look at, given what you saw that day. Would you be willing to take a look at these interviews?

39 21 Hemphill Yeah, what the heck, I'll take a look at it. Sure.

39 23 Ranke OK, then I'll mail you the DVD right away. What's your mailing address? / cut / alright, and what's your email? / cut / Got it. OK. I appreciate your being forthcoming...

39 36 Hemphill Yeah, I'll look at it. You know I can't argue anything you're saying, but all I can tell you is that I saw the one plane and what I saw was I saw it hit.

39 51 Ranke Right. Well, you know I don't want to go any further cause again, I'm not trying to argue with you either or tell you anything...

39 57 Hemphill No, no, no... I mean you certainly, you're going to react to what the conclusions you've drawn from data I haven't even seen or been privy to...

40 7 Ranke Right.

40 9 Hemphill I mean all I can do is tell you what I saw. You know I , I didn't see the plane clear the Pentagon or anything like that.

40 21 Ranke Well here's what's key too because the report of Roosevelt Roberts Jr. from the east loading dock seeing the plane, you know he described it as being 50 ft altitude, so literally just barely above the light poles at that time. It was after the explosion, so it's not like the plane was flying away at a high altitude or that it peeled up really fast. It was low, which would mean you wouldn't see it as a result of the explosion. And also low flying planes, of course, as you know, particularly on the other side of the Pentagon are rather commonplace as a result of Reagan National Airport being right next door to it. So this low flying plane wouldn't be such an amazing sight to people who were on the highway, particularly as they're watching smoke billow out from the Pentagon, which of course would be an amazing sight.

41 9 Hemphill Yeah, you know, certainly the sight of an aircraft snaking its way down the river, you know going in front of the river entrance side of the Pentagon coming from Rosalin and down wouldn't be anything out of the ordinary

41 29 Ranke Right, but of course the plane directly over the Navy Annex and on the path that everyone else described is very conspicuous and everyone noticed it approach. But what I'm talking about is after the explosion, the plane flying away, and again we have documentation of this from a Pentagon police officer, would not be as conspicuous, particularly as there's a large billowing smoke plume and explosion coming from the building, which was what people would be looking at naturally. So ...

41 56 Hemphill Well, the only problem I've got with anything this guy is saying, and from what I saw, is the plane that I saw from my vantage point didn't pull up, didn't turn right, didn't turn left, it went right into the Pentagon.

- 42 15 Ranke Well, that, you know, again, no eyewitness is going to be perfect and I'll tell ya, when you see the accounts of these other people who had a clear view of the approach, they do describe a bank as it approaches between the gas station and Arlington Cemetary. Several of them corroborate a right bank. So again, you know, it's a quick experience and nobody's going to match perfectly, but when you get general details, such as the general location of the plane corroborated on such a huge level as this, again, primarily the fact that it was directly over the Navy Annex and then north of the gas station, it becomes proof beyond reasonable doubt no matter what other little details might happen to differ.
- 43 3 Hemphill What is, you know, the group you've been working with, what do they think it was then, if it wasn't the aircraft that hit?
- 43 10 Ranke Well, we can only speculate, you know if the aircraft didn't hit, the only logical conclusion at this point, since nobody else saw a different aircraft or two aircrafts at that time, and nobody saw a missile, nobody saw anything go into that building on the south side, nobody saw something flying on the south side of Columbia Pike where it needed to be to line up with these light poles and all of the physical damage. So because of that, really, the only logical conclusion, as crazy as it sounds, was that the damage was caused covertly, from within, with preplanted explosives. And I hate to have to, you know, say that, cause again I don't want you to think that we're sitting here theorizing, because we don't. In fact we're just presenting what the witnesses saw and contrasting it with the official reports, and it happens to prove, it poses a serious problem, and at the very least it proves that these official reports have been fabricated, including the flight data recorder, which also has many problems on its own right. Pilots for 9/11 Truth, we work with them, they've got hundreds of pilots who are looking to get the truth of 9/11. And experts, crash investigators, all kinds of people who've looked at this and said look, there's problems. And then when it comes down to the eyewitnesses proving something that's so at odds with what we've been told, it's a serious problem, particularly as Obama continues the War on Terror as a result of this heinous attack.
- 44 45 Hemphill Yeah, wow.
- 44 47 Ranke So Albert, again, I appreciate your taking the time to listen to me, and well to give me your account, number 1, number 2 to listen to what we've uncovered. But number 3, to be willing to look at the information. The fact that you're forthright, the fact that you're corroborated by so many eyewitnesses, the fact that you're willing to listen to what they have to say, speaks volumes as to your honesty. And I tell you right now, that's my absolute belief right now. You know, we're not out to call witnesses liars or paint a bad picture, but I can tell you I just spoke with Lee Evy, the Pentagon renovation program manager yesterday, and, well actually on Friday, and he told me that he's not willing to look at the witness interviews. So that was kinda interesting too, it didn't seem to make much sense to me why he wouldn't be willing to even look at the interviews. Cause again, this isn't what I'm trying to tell you, what I believe, I'm reporting what the witnesses told us. And you're one of them now, Albert.
- 45 47 Hemphill Well, yeah, I mean, it's a curiosity now to see what ... it's been a lot of years now, and what if, what do the others, you know, said.
- 45 59 Ranke The other witnesses?
- 46 1 Hemphill Yeah, I would just be curious to see cause I, ... you know frankly I just, I went on some of the web sites, and you know I read a lot of the crap of, you know, it was a missile attack, or it was this or it was that, you know, ...

- 46 16 Ranke Yeah, there's a lot of garbage out there and it threw people off the wrong track, and frankly, this security camera video that the DOD leaked in 2002, and then officially released in 2006 did not take away any of the theories. In fact what it did was fuel the idea that a missile hit this building. Because kinda what it shows in this camera is a missile. But frankly it doesn't look, it's very ambiguous, it has a smoke plume that doesn't cast a shadow, so I really have no reason to believe what's shown in this video at all, since of course it doesn't jive with what the witnesses I've spoke with said, and of course there's nothing to corroborate the notion that a missile hit. But the point is, this DOD released video fueled the missile conspiracy theories.
- 47 3 Hemphill Man, wow
- 47 6 Ranke And it's an unfortunate but here we are, 2010 coming on the 9th anniversary, and the amount of data that we've amassed and I live in California, I've on my own dime flown to Arlington several times to obtain this evidence, and obtain this information and get to the bottom of it because we figured, look, we're not going to be able to trust what the government gave us if this was indeed a false flag attack, so the only way we're going to find out the truth is by knocking on doors and talking to the people who were there. And you know talking with dozens of witnesses it's pretty clear now.
- 47 45 Hemphill Wow, (laugh). I'm rather speechless at this point. Man.
- 47 51 Ranke Yeah, I'm sure you are. And again, I'm not trying to ruin your day or your life moving forward, but I think once you see this information you're going to see that what you saw does corroborate these other witnesses, and you'll easily understand why it fatally contradicts the official story, on several levels. And the notion of a plane impact.
- 48 16 Hemphill Well, the only trouble I have with that, is if it wasn't, ... where did the plane go that I saw if it didn't hit the Pentagon?
- 48 25 Ranke Well if it didn't hit the Pentagon it proves that this was a false flag black psychological black operation of deception. So if the question is it within covert military ops capabilities to fly this plane somewhere and dispose of it in some secretive manner? I'd have to say that if they can certainly fool people into believing it hit when it didn't and that they're doing an operation of this sort then certainly the answer to that question would be yes. What they did with it we don't know. We can't prove. But even the 9/11 commission report admits that flight 77 was lost from radar as early as 8:56. Now the explosion at the Pentagon wasn't until about 9:38. So that's over a half hour, you know going on 45 minutes after they admit that it was completely lost and they had no clue where it was. And I don't know if you're familiar with Operation Northwoods, the declassified document from the '60's, have you ever heard of that?
- 49 33 Hemphill No, no.

- 49 34 Ranke Well it was a document that made it all the way up to the top, all the way up to JFK before it was turned down. To, in essence, it had a bunch of scenarios planned in order to create a false flag attack against, or from Cuba, in order to justify a war against Cuba during the Cuban Missile Crisis. And during this, in this document they actually outline in essence a plane swap, in order to fake an attack on a civilian air liner from Cuba, so the precedent is there for this type of an operation. And if everything we saw added up, if what the witnesses told us made sense, with the physical damage, I was ready and willing and happy to accept the official story and go home and call it a day. But time and time again, over and over and over, the exact opposite has happened. So that's why I'm here still talking to you and in talking to even more witnesses, and frankly, we're running out. There's not too many, we, that's why we actually knocked on doors to find witnesses that weren't even cited by the media at all. Find independent witnesses that nobody knew about. And really...
- 50 47 Hemphill At that time of the morning there had to have been all kinds of folks in the Pentagon south parking lot that would have seen it, or on Columbia Pike or you know, on the Cemetary Rd, looking for a parking space at the Navy Annex...
- 51 5 Ranke Yeah, you're right, again we've spoken with dozens of them, including, you're right, there were some in south parking, and again, there is the one who saw the plane flying away in south parking. And we've also got ahold of another guy who said he was in south parking who's scared to death to talk about what he saw that day. And refuses to talk about it even though he's been cited in the media.
- 51 26 Hemphill Really!
- 51 27 Ranke Well, he's scared to talk about it, and it's clear, his name's Dewit Roseboro, and now we've got Roosevelt Roberts who's afraid to talk about further about what he saw, even though he's documented seeing this plane flying away in 2001 by the Library of Congress, and it's been independently confirmed by us in 2008 when we did another interview with him. So there's no way he can back out of it now even though he doesn't want to talk about it. So there's a lot of people afraid to talk, plus there's people who were inside that building. Namely, victim April Gallup who was right there in the E-ring and almost lost her life that day. It was her first day back from maternity leave and she had her two month old baby with her. And her baby almost died as well. Both of them survived, and to this day she doesn't believe a plane hit that building, and has even filed law suits, which typically get thrown out. So when you've got people inside the building questioning the account, you've got people, first responders outside of the building, we've spoken with a first responder who specifically says he was all throughout that building, and no way does he believe that a plane hit it. Cause he didn't see any debris. He saw small pieces, nothing recognizable, nothing significant. And again, if that plane was going as slow as you thought it was, and Terry Morin thought it was, and Sean Boger, the heliport tower air traffic controller thought it was, the notion that it's just going to completely disintegrate and leave virtually no debris, no, certainly no large pieces of debris, is really frankly pretty ludicrous.
- 53 6 Hemphill Well in my mind, I mean you can tell me I'm wrong, but this is what I thought all along, was that because the guy had just taken off from Dullas, he would have had a full fuel load, so those amateur pilots who hijacked the thing I doubt would know how to vent, so I don't remember hearing any reports of a large aircraft venting fuel in the Washington area prior to the attack, so my assumption was he still had a full fuel load, so you're talking about thousands and thousands of pounds of Jet 1-A in that aircraft, and so I figured that big a load of fuel makes it into just a literal a flying bomb, so that's why it disintegrated to the extent that it did.

53 57 Ranke Yeah, but the problem is you've entered, ... all the physical damage at the bottom floor, you said the second floor, and there is some damage to the second floor, but the ASCE Building Performance Report documents that it entered at the very bottom floor and caused that ... and then went all the way through the building and caused that strange hole in the C-ring. The problem is there's nothing on the other side of that C-ring hole and there's no damage to the foundation of the building, no documented damage to the foundation, or to the lawn out front. So and plus, the plane didn't just take off from Dullas. According to the official reports and the data it made it all the way to the Kentucky-Ohio border before it turned back around. Now again, this is where they lost it on radar and never had no clue where it flew on that day. So we don't know what happened after that point for real. And the evidence implicates that there was some other plane that was brought in there because if the plane didn't hit there's no reason to believe it was flight 77. And there's also been no matching to what debris there was found, there's been no positive identification, typically after a plane crash they actually try to rebuild the craft and you'll get matching serial numbers of the parts. And these reports are usually publicly available, via FOIA. Well no such thing exists for 9/11 for the attack on the Pentagon, and none of the small pieces of debris that have been found have been positively identified to flight 77. So again the questions and the problems are numerous on many levels and it's not anything we've made up, and we've got first responders, victims, and several eye witnesses now who not only question the event but prove it false. And once again, Albert, you are now added to the list. And in fact you were anyway just from your written account you describe that plane as directly over the Navy Annex. So because of that, we already knew that you contradicted the official reports.

56 3 Hemphill Well, I think my writeup, that was in that email that I originally sent out, I think was pretty accurate to everything I saw, even today I would stand by it as being accurate.

56 22 Ranke Yeah, well again, and it poses a big problem, and not only was that your fresh account of what happened at that time, but that's how you remember it today, and again this is corroborated. ... Hi Albert, I guess I lost you sorry about that,

56 40 Hemphill Yeah, that's OK.

56 41 Ranke Clearly we've gone through it all and I just wanted to say thank you again and let you know that I'm going to be getting that information off for you, and I'd appreciate any...

56 50 Hemphill I'll take a look at it and I can tell you what I think, but gosh I don't know, you know it just, you know it's kinda I don't know what to say, I can only... I think you may have cut off before you heard me say this, but I said I think what I wrote in my email and became part of the official record and what I said today to you were pretty consistent and I can't change what I saw what I saw, so that's kinda where it stands

57 25 Ranke Precisely, and again, I appreciate your just being honest with me about all that and I definitely look forward to hearing your reaction to the other interviews that we've uncovered here and put out there in the public domain. So again my name is Craig Ranke, our organization is Citizen Investigation Team and I'm going to get that off to you right away, Albert.

57 46 Hemphill OK, I'll take a look.

57 48 Ranke Alright, thank you.

57 49 Hemphill Alrighty.

57 49 Ranke Bye now.