

D. A. Khalezov

9/11thology:

V for Vendetta and R for Reality.

**The “third” truth about 9/11,
or
Defending the US Government, which
has only the first two...**

DETECTIVE STORY WITHOUT FICTION

or

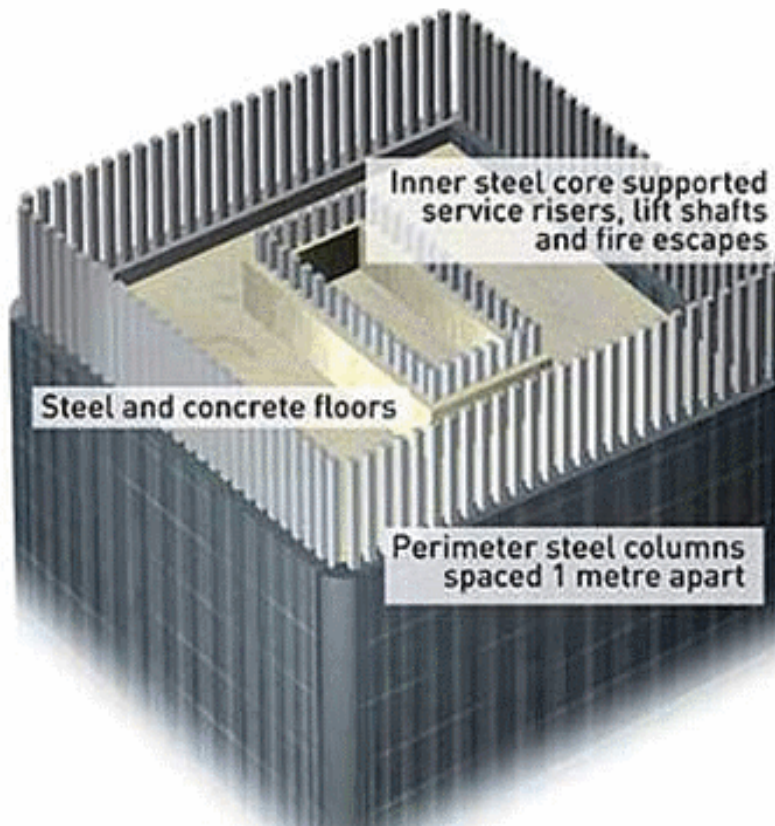
The first exact book that offers a full course on a new exact science:

“9/11thology”

(Intended exclusively for free-minded students)

but, hey, folks, we are not so stupid to fall for this silly argument, are we? Even if there is a certain amount of titanium or steel used in some parts of an aluminum plane, it does not convert the actual aluminum plane into an armor-piercing shell, does it? Most of a flying object named a “passenger airliner” remains nothing other than an empty aluminum tube flying at sub-sonic speed. Do you agree with this logic?

Many people at first did not pay any close attention to the actual Twin Towers’ construction and thought intuitively (being influenced by the fact that the planes managed to break in so easily) that outer façades of the Twin Towers were simply made from huge glass panes alone (which would, understandably, allow the planes to break in). However, later, to their utter dismay, thinking people found out that the Twin Towers in reality were made of some very thick steel columns – not different from its steel core columns and such densely positioned steel columns indeed constituted their outer perimeters.

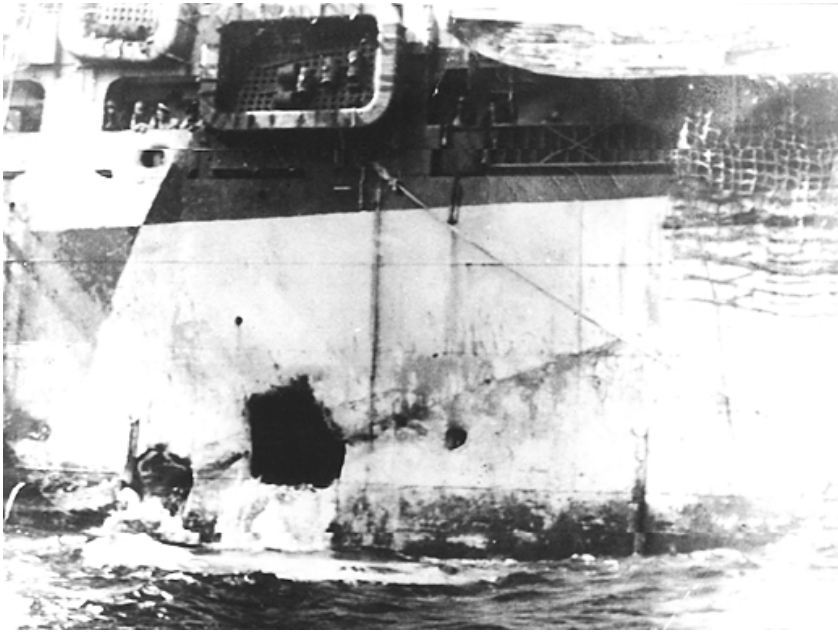


Above: in this official sketch you can see how these thick core structures have been positioned in reality – not only in the Towers’ middles, as believed by many people, but also on their entire perimeters.

Once this, at last, became clear, it became also clear that no plane (which is largely made of aluminum) would ever be able to crash in its entirety (including even ends of its wings and tail, not to say of its large turbofan engines beneath its wings) through such densely positioned thick steel perimeter columns and to completely disappear inside the Towers.

Some elder people could probably remember what the effect was of hitting American main-battle ships and aircraft-carriers by Japanese kamikaze-planes if such a plane hit the ship onto its board. The plane was just broken apart (without penetrating the ship’s board) and simply fell down. In case of a non-armored ship – a maximum of what could really penetrate into the ship was the steel motor of the plane, but never any other part of a plane – such as its wings, tail or its fuselage.

Please, look at this picture:



Damage inflicted by a kamikaze attack on a non-armored US ship (an armored ship such as a typical main battleship akin to the USS “Missouri” could not have been penetrated whatsoever) .

Based on this premise, one could make his own estimation looking at the pictures of the core columns below:



Above: profiles of remaining core WTC columns found at “Ground Zero”; their comparative thickness could be easily estimated; actually they feature walls 2.5 inch thick; such thick columns made of steel constituted both – the cores and the entire perimeters of the Twin Towers.

To imagine how thick the 2.5” is, here is a good example to compare with: front armor of the best tank of the WWII period – T-34 – was only 1.8 inch (4.5 cm) and it was *single-walled*. Yet there were practically no armor-piercing artillery shell available at that time that would be capable of penetrating such front armor.

Does anyone seriously believe that the aluminum-made “Boeing” could really break, in its entirety, (including its tail, wings and large turbofan engines) through the above-shown steel perimeter columns? Placed only one meter apart of each other?

However, even though it is impossible to believe, in accordance with some “study” undertaken by the National Institute of Standards and Technology, the supposed plane, which was “*traveling at an estimated speed of around 500 mph*”, managed “*to sever*” no more, no less, but exactly “*33 of the building’s 236 perimeter columns and damaged another one*”¹⁰³.

¹⁰³ National Institute of Standards and Technology, 9/2005, pp.39; also available on this Internet address: <http://wtc.nist.gov/NISTNCSTAR1CollapseofTowers.pdf>

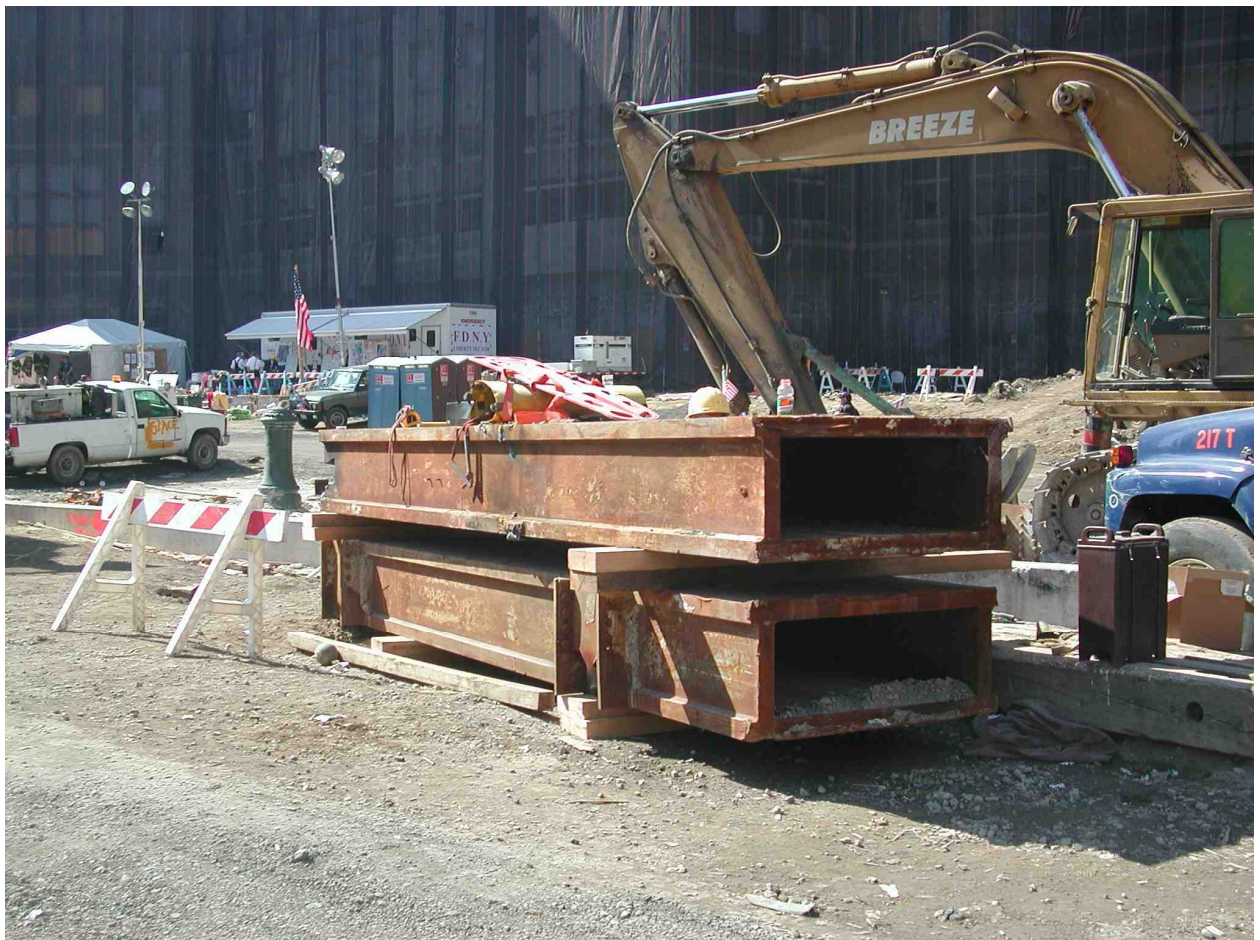
Let us look carefully at the actual design and at the supposed possibility to use commonly known controlled demolition methods in regard to the Twin Towers. First of all, let us look back at the controlled demolition history.

Despite the common misconception, there have been no steel-framed skyscrapers ever demolished by an implosion anywhere in the world, at least up to this day (this being said in August 2013). Primarily, because most of those skyscrapers are new buildings and their time to be demolished has not come yet. The tallest building ever demolished by an implosion was only 47-stories high. It was the Singer Building in New York City that was built in 1908 and demolished in 1968 due to its being obsolete. This building was a much weaker structure compared to the incredibly strong hollow-tube type steel-frame skyscrapers being built today.

In bygone days when buildings were brick-walled and concrete-paneled, their bearing structures used to be concrete supporting columns and concrete supporting girders. Sometimes these concrete bearing structures were reinforced by insertions of metal bars, but sometimes they were plain concrete. In either case it was possible to calculate the right amount of conventional explosives to be attached to these bearing structures at the right spots (or to be placed into holes drilled in bearing structures) in order to break them all at once and so to cause the building to collapse into its footprint – which is the main goal of any controlled demolition.

However, it is no longer possible to use this approach with modern steel-framed buildings – such as, for example, the former Twin Towers of the World Trade Center, World Trade Center building # 7, or the Sears Tower in Chicago. The point is that there wasn't any "bearing structure", in its former sense, used in the WTC Twin Towers – the entire Tower was essentially a "bearing structure".

The Twin Towers' steel-frame consisted of exceptionally thick double-walled steel perimeter and core columns. You have already seen them; as you remember, we have already discussed their steel structures in the chapter of this book devoted to the supposed armor-piercing capabilities of the aluminum planes. However, I feel it is important to repeat it once more. Here are a couple of the WTC core columns:



Above – typical WTC perimeter columns at “ground zero” on October 3, 2001.



Above – a driver's compartment of the T-34 tank showing the driver's seat and gears through an open hatch and through an additional hole cut in the front armor. The thickness of the cut armor is painted in red. Below – a typical steel perimeter column of the upper parts of the WTC Twin Tower found at ground zero.



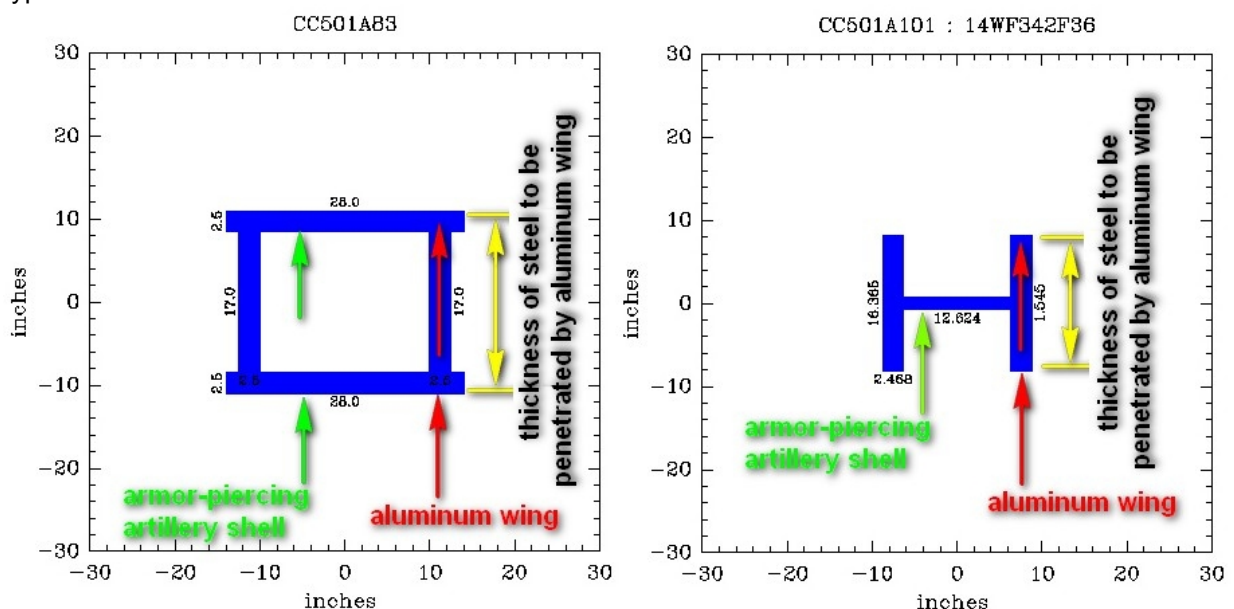
It is good to look at these Twin Towers' perimeter columns again and realize, at last, that their thick walls were more than comparable with armor used to make main-battle tanks. To penetrate such a column

I am indeed proud of, how Gordon has put it, “finding the way of cutting through the manure”. Today, at the end of 2012, it seems that the majority of people have gotten the point: aluminum cannot penetrate steel, irrespective of the mass and of the speed of the aluminum-made projectile. It seems easy to understand today, because it looks pretty self-evident. It was not so, however, only three years back. The seemingly obvious fact that aluminum could not penetrate steel used to be overridden in people’s minds by the cartoon physics notion from the fake 9/11 TV footage and therefore did not seem actually “obvious” for many. The switched on “zombie-box” (how we call the TV-set in Russian) seemed to have switched off their common sense. Luckily, it all changed today. And I am indeed proud of it – it was me, the humble author of these lines, who changed the people’s perception in this regard by simply stating the obvious: the king was naked!



Above – an H-type 2.5 inch thick steel perimeter column of the upper parts of the WTC Twin Tower found at ground zero (the thickness of its main walls is the same as the thickness of the column on the above picture).

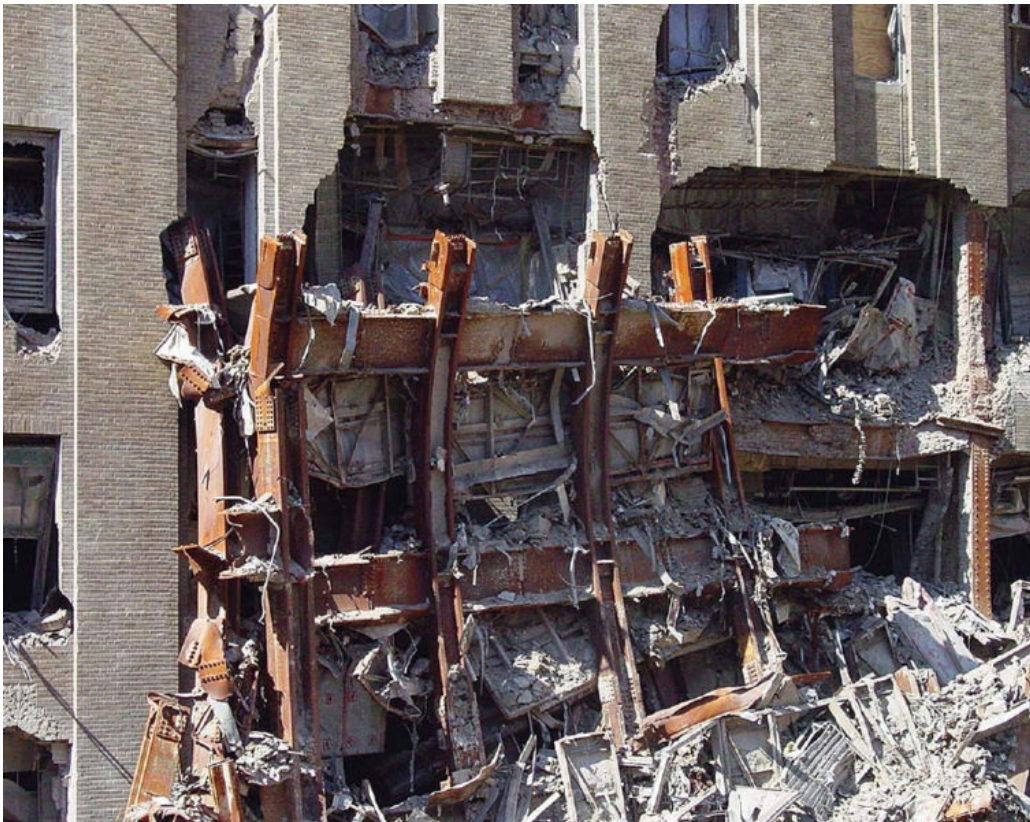
Interestingly, this concept of “penetrating steel-walls” is applicable only to the case of an armor-piercing shell because the latter faces the task of penetrating only walls that are perpendicular to its way. Let us look at the profiles of these perimeter columns (diagrams provided by the NIST report were taken from here: <http://wtcmodel.wikidot.com/nist-core-column-data>). Here are two types of such columns (the second one is an H-type), but both types have similar thickness of the walls that suppose to be parallel to the course of the plane’s wings. Now imagine that an armor-piercing artillery shell (shown by green arrows) will either have to penetrate two walls in the first case or a single wall in the second case of an H-type column.



However, an aluminum plane wing (shown by a red arrow) faces a bigger task – in addition to the walls that are perpendicular to its way, it has to cut two more walls – that are *parallel* to its way, because each of such columns has actually 4 walls (or 3 walls – in the case of the H-type column), and not just two. And



Above – perimeter columns of the Twin Towers being loaded onto a truck at “ground zero”.



Damage inflicted to the wall of the Verizon building by surviving perimeter assemblies.

On the photo above you can see what type of damage was inflicted by such steel perimeter columns to a high-quality brick wall of the Verizon building upon impact. Based on this observation, you can imagine what would happen with a typical passenger airliner (which is merely an empty tube covered by thin aluminum skin) if such an airliner were parked beneath the Twin Tower and hit by such a perimeter assemblage falling from above. I hope you have no doubt that the airliner would be just flattened?



Above – a typical WTC perimeter column at “ground zero”.

The thickness of the perimeter column shown on the photo above can be easily estimated by scaling it against the workers’ palms. The thickness of the core columns shown on the previous photo could be easily estimated as well. In fact, their thickness is equal to that of the perimeter columns.

These steel columns were incredibly thick – each wall measuring 2.5 inch (6.35 cm), so the entire thickness of either of the columns was 5 inch (12.7 cm). (Here I am talking about the thickness of the columns at the particular height of the supposed “planes” impacts; below that point they were even thicker and their thickness increased towards the lower floors of the Twin Towers.)



On the photo above is shown the thickness of the T-34 tank’s armor, in case you forgot it.