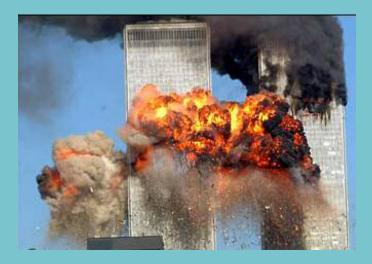Clearly an illusion was created, using the very best of "Perception Control." Start with the actual crash of an aircraft carrying thousands of gallons of Jet-A fuel -

One is left to notice that it's more than just "strange" that nothing similar was seen at the Pentagon! Thereafter, one is left to ask themselves how THAT happened! Next, ponder the deafening silence in regard to just the single discrepancy. Then move to the illusion of the Pentagon fire - just the fire - for starters.

We are supposed to believe that a 757, traveling at 300 Knots dove over a batch of construction equipment immediately adjacent to the Pentagon wall, leveled out; and did a totally perfect strike at the convenient "Least-Risk Point," then morphed its way through three rings of the Pentagon, turning left and right through the linking hallways, leaving aircraft pieces which defy accountability. All that, without damaging or burning the Pentagon lawn! All that by a pilot known to be an idiot at the controls of a small plane.

It's more than **IMPOSSIBLE:** it's absurd!

There's another strange matter - the collapsed portion of the Pentagon wasn't in the alleged path of the purported 757 center-of-mass; yet that portion which allegedly was in that path didn't collapse!

In the elementary physics of the purported strike, according to the proposed impact angle, the aircraft tail would have rotated to the left, breaking off major pieces of its structure - including the tail section.

Try to imagine a trans-continental flight with hardly any passengers and no cargo. The flight reversed course and arrived back in the D.C. area unexpectedly, yet there is no record – or even 'tales' - of ATC directing aircraft away from the "rogue aircraft," no ATC warnings, no pleas for other aircraft to look for the "missing" aircraft, no continuous calls from ATC continuously attempting to establish contact – on any frequency. There were no TCAS alarms, with aircraft in a busy terminal area scattering for clear airspace. Nor were there any secondary TCAS alarms from the otherwise expected chaos.

The FAA order for all aircraft to land had only been in place for three minutes, when the supposed 757 hit the Pentagon; there would have been an abundance of conflicting aircraft at the Dulles and Reagan airport areas.

For those unfamiliar, the TCAS system allows the transponders of different aircraft to electronically warn each other of a collision threat – with computerized audio and