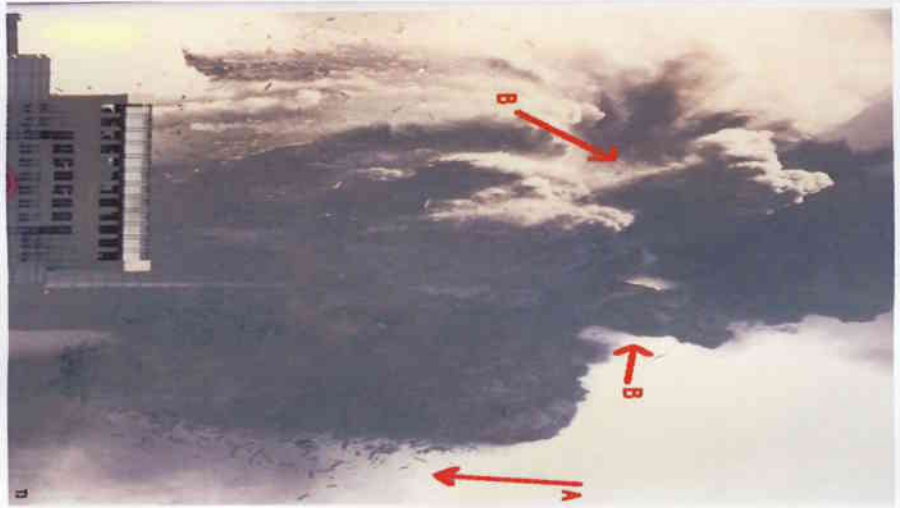


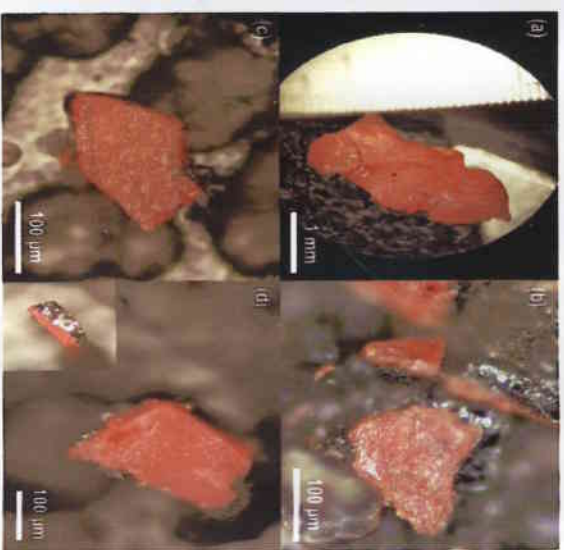
Characteristic Features:

- 1 Sudden Onset of Destruction at Base of Structure
- 2 Straight-Down, Symmetrical Collapse Into Footprint
- 3 Demolition Waves Remove Column Support
- 4 Free-Fall Speed Through Path of Greatest Resistance
- 5 Total Disemberment of Steel Structure for Shipping
- 6 Minimal Damage to Adjacent Structures
- 7 Sounds and Flashes of Explosives
- 8 Enormous Clouds of Pulverized Concrete
- 9 Squibs: Explosive Charges Visible at Upper Floors
- 10 Chemical Evidence of Cutter Charges



A. Shows metal framework sections traveling OUTWARD 60-70 meters ahead of dust cloud, indicating explosive cutting (shaped) charge propulsion.

B. Shows explosive debris cloud traveling UPWARDS from explosive source.



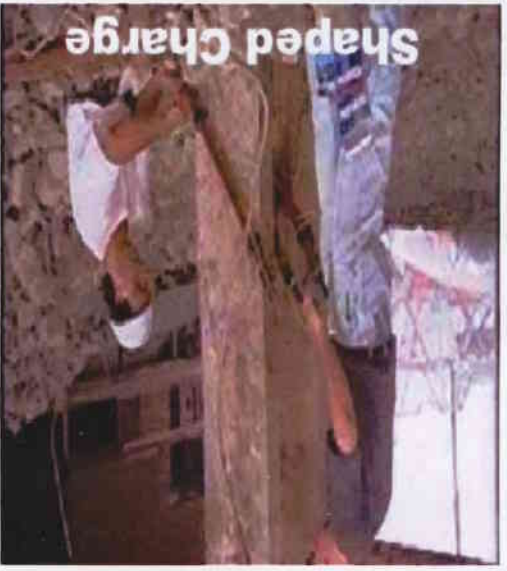
Niels H. Harrit¹, Jeffrey Farrer², Steven E. Jones³, Kevin R. Ryan⁴, Frank M. Legges,
Daniel Farnsworth², Gregg Robertse⁶, James R. Gourley⁷ and Bradley R. Larsens³
The Open Chemical Physics Journal, 2009, 2, 7-31

Above reviewed a,b,c,d as nano-thermate an active thermic compound particles of which are 1000 time smaller than a human hair. (10 to 100 nanometers) formed in a gel-sol sprayable or paintable mixture. A high incendiary / explosive.

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All 3 buildings fell at freefall speeds in the path of most resistance and that can't happen without high explosives.
 Numerous angle cut beams from shaped charges were found all around ground zero.

Molten main frame metal takes 2800 degrees to melt. Molten steel was found in all three buildings. Jet fuel burns at 1000 degrees in pure oxygen 1800 degrees less. Plastics were the hottest things burning the building 1400-1500 degrees. 1300-1400 degrees less than required to melt this steel.



This engine was found about four blocks away on Church Street just off Murray (above). It was identified as a CFM56, which is the primary engine of the Boeing 737, not the Boeing 767 alleged to have struck the South Tower.