

# What Hit The Pentagon?



Introducing  
The A3 Sky Warrior

by Jeff Prager

# Nazi's In The White House

If this story weren't so sad it would be hilarious and we could all be laughing hysterically, slapping our knees and covering our mouths.

I like to refer to this portion of 911 as the Keystone Kops 911, but honestly, it's anything but funny. However, these criminals control the works and the likelihood of a new investigation is slim to none and I've had to investigate this damn thing virtually alone. Of course I'm not alone but it sure feels that way most of the time. There are obscured web sites that were very helpful and while they may seem like many to be highly questionable sites, the data they compiled very early on in this game is simply unarguable. With the assistance of numerous people who will remain nameless I will present here the unknown truths behind the Attack On The Pentagon.

Make no mistake. There are Nazi's in the White House even today and they sacrificed almost 3,000 lives and bombed us, you and me, on September 11th, 2001 and we should not continue to allow them to get away with it. They've been able to get away with murder, and much, much more. And they blamed Muslims.

Listen folks, when you examine the real evidence this was a Keystone Kops attempt at manufacturing reality. The attempt was so bad that even a child could and would recognize the truth.

Why so many Americans remain fooled is beyond me. It's a fucking joke and it's my real-life nightmare. Sometimes I wonder how these fools can vote and operate a motor vehicle. It's not my intention to be mean but c'mon now, this was a scam.

This eMagazine was rushed together. If there are errors, please forgive me, they weren't intentional.





# Douglas A-3 Skywarrior

The Douglas A-3 Skywarrior was originally designed as a strategic bomber for the United States Navy and was among the longest serving carrier-based jet aircraft in history. It entered service in the mid-1950s and was retired in 1991. For many years after its introduction, it was also the heaviest aircraft to enter operational status operating from an aircraft carrier (the heaviest being a USMC KC-130F BuNo 149798 that operated in a test from the USS Forrestal unarrested and assisted in take off in 1963, earning it the unofficial nickname "The Whale"). Its primary function for much of its later service life was as an electronic warfare platform, tactical air reconnaissance platform, and high capacity aerial refueling tanker. A modified derivative also served in the U.S. Air Force as a tactical until the early 1970s as the B-66 Destroyer, to include EB-66 electronic warfare and RB-66 reconnaissance versions. The Skywar-

rior is one of only two Navy attack aircraft intended as a strategic bomber to enter service. The Martin P6M SeaMaster tested well, but never entered service due to the Navy fearing loss of funding for surface ships and submarines if it encroached on the USAF strategic bomber role. The pending elimination of the flying-boat platform from the United States Navy also entered into the decision regarding the P6M. The carrier-based supersonic A-5 Vigilante was also originally designed for strategic nuclear strike missions and initially supplanted the A-3 in that role beginning in the early 1960s. However, with the removal of aircraft carriers from the Single Integrated Operational Plan (SIOP) and the transfer of the Navy's strategic nuclear deterrence mission to the Fleet Ballistic Missile (FBM) submarine force, the Vigilante also saw its mission changed, in its case to carrier-based tactical air reconnaissance.





Considerable development problems, largely with the original engines, delayed the introduction of the Skywarrior until spring 1956. The A-3 was, by far, the largest and heaviest aircraft ever designed for routine use on an aircraft carrier, though ironically it was the smallest proposal among other proposals which could only be deployed on even larger carriers not yet in service. For storage below deck, the A-3's wings folded upward outboard of the engines, lying almost flat, and in order to accommodate the tall tail, its vertical stabilizer was hinged to starboard. Because of its cumbersome size, and less-than-slender profile, it was nicknamed "The Whale" (after it converted to the electronic warfare role, it became "The Electric Whale"). Production ended in 1961.

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# Development





# Design

tions in the former bomb bay in the sumptuous fuselage.[3]

Efforts to reduce weight had led to the deletion of ejection seats during the design process for the Skywarrior, based on the assumption that most flights would be at high altitude. A similar arrangement with an escape tunnel had been used on the F3D Skyknight. Aircrews began joking morbidly

The Skywarrior had a 36° degree swept wing and two Pratt & Whitney J57 turbojet engines. Early prototypes had used the intended Westinghouse J40, a powerplant that proved to be disastrous and subsequently canceled. The turbojets could be supplemented by a provision for twelve 4,500 lbf (20 kN) thrust JATO bottles, allowing takeoff from carriers that did not have catapults. The aircraft had a largely conventional semi-monocoque fuselage, with the engines in underwing nacelles. Flight controls were hydraulic, and both wings and vertical tailfin could fold for carrier stowage. Capacious internal fuel tanks provided long range.

Camera arrangement of a RA-3B of Heavy Photographic Squadron SIX ONE (VAP-61) in 1965

The early A-3 variants had a crew of three: pilot, bombardier/navigator (BN) and crewman/navigator (aka: third crewman). An unusual cockpit configuration was incorporated with the three crew sitting under a framed canopy. In the raised compartment, the pilot and bombardier/navigator sat in a side-by-side arrangement with the pilot's station on port side having full flight controls. On initial variants, a third crew member, who also acted as a gunner for the twin tail-mounted 20mm cannons that equipped early versions of the the A3D/A-3B, sat behind the duo in an aft-facing seat. The third crewman station had the sextant for celestial navigation and the defensive electronic counter measures equipment. Later electronic counter-measures variants could accommodate a crew of seven with flight crew consisting of a pilot, co-pilot and navigator plus four electronic systems operators occupying sta

that "A3D" stood for "All Three Dead" (in 1973, the widow of a Skywarrior crewman killed over Vietnam sued the McDonnell Douglas Aircraft Company for not providing ejection seats in the A-3[citation needed]). In contrast, the USAF B-66 Destroyer was equipped with ejection seats throughout its service life.

Documented history of mechanical failures in the A3D / A-3 showed a rate well above average. While there were magazine articles that conjectured that the safety problem was compounded by assigning weaker pilots to slower jets like the A-3, during their heyday, Skywarrior pilots were often "best-of-the-best" due to its critical nuclear strike mission role.[4]

The Skywarrior could carry up to 12,000 lb (5,443 kg) of weaponry in the fuselage bomb bay, which in later versions was used for sensor and camera equipment or additional fuel tanks. An AN/ASB-1A bomb-director system was initially installed, later replaced by a revised AN/ASB-7 with a slightly reshaped nose. Defensive armament was two 20 mm (.79 in) cannon in a radar-operated tail turret designed by Westinghouse, usually removed in favor of an aerodynamic tail fairing. While some bombing missions would be carried out early in the Vietnam war, most bombing would be carried out by more nimble attack and fighter bombers, and the Skywarrior would serve mostly as a tanker and electronic warfare support aircraft.



Prior to the initial operational capability of the U.S. Navy's Polaris-armed Fleet Ballistic Missile submarines, the A-3 was the Navy's critical element in the US nuclear deterrent. Squadrons were established in two Heavy Attack Wings (HATWINGS), with one wing established at NAS Whidbey Island, Washington while the other wing was initially established at NAS Jacksonville, Florida before relocating to NAS Sanford, Florida. The wing at NAS Whidbey Island would later transition to the EA-3 variant, eventually forming the nucleus for the Navy's EA-6B Prowler community, while the wing at NAS Sanford would convert to the A3J Vigilante in the nuclear heavy attack mission, followed by conversion to the RA-5C and transition to the reconnaissance attack mission. The Vigilante wing would also continue to retain a small number of TA-3B aircraft for training Naval Flight Officers in the Vigilante's radar and navigation systems. The Skywarrior's strategic bombing role faded quickly after 1960, briefly replaced by the A3J Vigilante (later redesignated as the A-5A Vigilante) until 1964. Soon after that, the Navy abandoned the concept of carrier-based strategic nuclear weaponry with the success of the Polaris missile-equipped Fleet Ballistic Missile (FBM) submarine program and all A-5As were converted to the RA-5C Vigilante reconnaissance variant.

Skywarriors saw some use in the conventional bombing and mine-laying role during the Vietnam War from 1965 through 1967. The Navy would soon use only more nimble fighter sized attack bombers over Vietnam, but the A-3 found subsequent service in the tanker, photographic reconnaissance, and electronic warfare roles. Equipped with a drogue refueling hose and basket that was compatible with the "probe and drogue" refueling systems of all U.S. Navy, U.S. Marine Corps and some U.S. Air Force tactical jets, the Skywarrior would not only extend the range of a strike force, but save returning pilots short on fuel, much like the larger and more well known USAF KC-135 Stratotanker.



## Operational History



The EA-3B model was modified for electronic intelligence against the Warsaw Pact. Missions were flown around the globe beginning in 1956, with the U.S. Air Force EB-47 Stratojet flying a similar mission. The EA-3B carried a crew of seven, with flight crew of three in the cockpit and an Electronic Warfare Officer and three electronic systems operators/evaluators in the converted weapons bay. It offered unique electronic reconnaissance capabilities in numerous Cold War-era conflicts and the Vietnam War



**Spy  
Plane**



In an agreement Hughes Aircraft had with the Navy, the Navy agreed to retain at least one A-3 aircraft in inviolate storage at Davis-Monthan AFB for long term support for major structural parts. Westinghouse also operated an A-3 in a similar arrangement.

The NAVAIR Weapons System Manager, who participated in the drafting of the contract, saw that support as no longer possible and Hughes was contacted to meet with Westinghouse and Raytheon to finalize plans for the support shutdown of the aircraft. At the last Integrated Logistics meeting at NAS Alameda, California, both Raytheon and Hughes indicated their willingness to obtain fleet A-3 Skywarrior assets instead of sending them to Davis-Monthan AFB, Arizona, thereby saving the airframes from destruction and saving the Navy the cost of storage at AMARC. As the plan matured, two other contractors, Thunderbird Aviation and CTAS also elected to participate in similar agreements. The fleet spares from ASO were distributed between the contractors evenly, and warehous-

es were emptied all over the United States. Unfortunately, due to misunderstandings and reorganizations within the Navy, the world wide ASO assets were scrapped, not getting to the contractors. In early 1993, CTAS decided that they no longer had use for their aircraft, and Hughes had several programs needing additional assets. NRA-3B of the "Pacific Missile Test Center" in 1982

In early 1994, a USAF program decided to modify an A-3 for F-15 Radar tests, and the only available airframe was stored at NAS Alameda since the fleet shutdown. Hughes added that aircraft to the bailment, and ferried the aircraft to Van Nuys for modifications. An entire nose section was removed from a stricken F-15B at AMARC at Davis-Monthan AFB, Arizona and grafted onto the front of the aircraft. Racks and equipment were installed in the cabin, and the aircraft is utilized by Hughes and the USAF for F-15 software development.

In 1994, Westinghouse decided to terminate their agreement with the Navy, and Thunderbird added their aircraft to the Thunderbird bailment. In 1996, Thunderbird Aviation went into receivership, and Hughes, through mutual cost savings to the Government, added the Thunderbird assets to the contract, prepping them for ferry at Deer Valley airport, and relocating them to Mojave, California and Tucson, Arizona for long term storage.

In December 1996, Raytheon bought the aerospace units of Hughes Aircraft Company. Hughes Aeronautical Operations, now a part of Raytheon Systems, continues to operate the A-3s from their base at Van Nuys Airport, California. These aircraft have participated at several military air shows, telling visitors that the plane continued to be valuable for its load capacity compared to corporate jets, and its performance compared to small airliners.



## Post Retirement Career





## Other Models

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The Skywarrior was designated A3D (third Attack aircraft from Douglas Aircraft).  
In September 1962, the new Tri-Services designation system was implemented  
and the aircraft was redesignated A-3.

There were many slight variations of the aircraft:

- XA3D-1: Two prototypes with Westinghouse J40 turbojets, no cannon in tail turret.
- YA3D-1 (YA-3A): One pre-production prototype with Pratt & Whitney J57 engines. Later used for tests at the Pacific Missile Test Center.
- A3D-1 (A-3A): 49 initial production versions, serving largely in developmental role in carrier service.
- A3D-1P (RA-3A): One A3D-1 converted as a prototype for the A3D-2P with camera pack in the weapon bay.
- A3D-1Q (EA-3A): Five A3D-1s converted for the electronic reconnaissance (ELINT) role, with ECM equipment and four operators in weapons bay.
- A3D-2 (A-3B): Definitive production bomber version, with stronger airframe, more powerful engines, slightly larger wing area (812 ft<sup>2</sup>/75 m<sup>2</sup> versus 779 ft<sup>2</sup>/72 m<sup>2</sup>), provision for in-flight refueling reel for tanker role. Final 21 built had new AN/ASB-7 bombing system, reshaped nose; deleted tail turret in favor of electronic warfare installation.
- A3D-2P (RA-3B): 30 photo-reconnaissance aircraft with weapons bay package for up to 12 cameras plus photoflash bombs. Increased pressurization allowed camera operator to enter the bay to check the cameras. Some retained tail guns, but most were later converted to ECM tail of late A-3Bs.
- A3D-2C (EA-3B): 24 electronic warfare versions with pressurized compartment in former weapon bay for one Electronic Warfare Officer and three ESM operators, various sensors. This was the longest serving version of the "Whale" and the most widely known throughout the fleet. Some early models had tail guns, but these were replaced with the ECM tail. The EA-3B was assigned to fleet reconnaissance squadrons VQ-1 (Japan and later Guam) and VQ-2 (Rota, Spain) where they flew alongside the EC-121 and the EP-3B and EP-3E. It served in the fleet for almost 40 years, and was

replaced by the ES-3A Shadow flown by two Fleet Air Reconnaissance (VQ) squadrons: VQ-5 at NAS North Island, California and VQ-6 at NAS Cecil Field, Florida. They were decommissioned less than 10 years after their commissioning due to budget constraints.

- A3D-2T (TA-3B): 12 bomber-trainer versions. Five later converted as VIP transports (two redesignated UTA-3B).
- KA-3B: 85 A-3B bombers refitted in 1967 for the tanker role with probe-and-drogue system in place of bombing equipment.
- EKA-3B: 34 KA-3B tankers refitted for dual ECM/tanker role, with electronic warfare equipment and tail fairing in place of rear turret. Most were converted back to KA-3B configuration (with no ECM gear) after 1975.
- ERA-3B: Eight RA-3Bs converted as electronic aggressor aircraft (primarily for war-at sea exercises) with ECM in new extended tail cone, ventral "canoe" fairing, cylindrical fairing atop vertical fin, and two detachable ram-air turbine powered ALQ-76 countermeasures pods (one under each wing). Added Chaff (radar countermeasure) dispensers (streaming chaff from the tail cone and two self-protection chaff dispensers on the aft fuselage) and four ram-air turbines (two per side) to power the equipment located in the former "Flash Bomb" bay. Crew increased to FIVE (Pilot, Navigator, Crew Chief, Electronic Countermeasures Officer (ECMO) and Enlisted Warfare Operator (EWO) (both positions known as Electronic Countermeasures Evaluators), in the aft crew compartment (formerly the camera compartment). While the ERA-3B could withstand the stresses of a cable arrested landing, the ALT-40 and ALR-75 equipment in the former photographic "Flash Bomb" bay was not stressed to withstand a catapult launch and the ERA-3B was never deployed aboard ship. The ERA-3B served with VAQ-33 and later with VAQ-34.
- NRA-3B: Six RA-3Bs converted for various non-combat test purposes.
- VA-3B: Two EA-3B converted as VIP transports. Both aircraft were assigned to the Chief of Naval Operations flying from Andrews AFB in Washington, DC.
- NTA-3B: One aircraft converted by Hughes/Raytheon used to test radar for the F-14D Tomcat.



This is the part where you sit down.

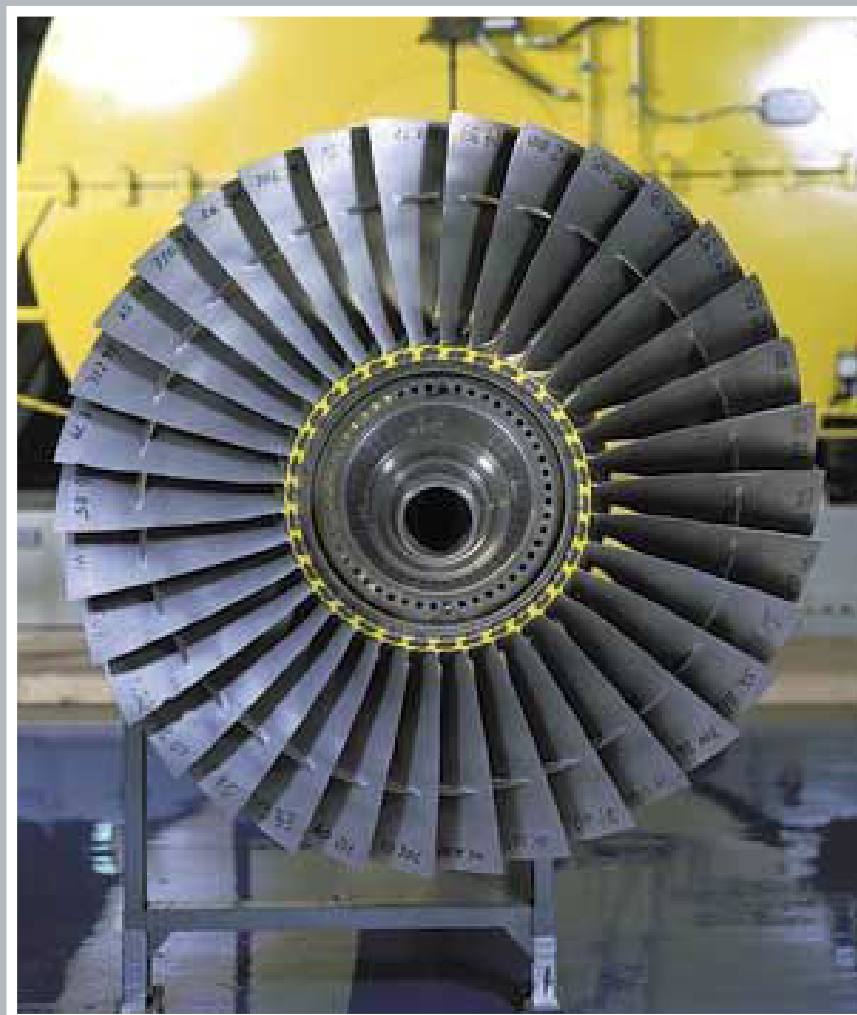




# The Hub Assembly

This photo (above, inset) taken at the Pentagon on September 11th, 2001, is an A3 aircraft engine part, a fan hub assembly, and just behind it an engine case. This was one of the first clues that told us what really hit the Pentagon on 9/11. Measuring 35 inches it is half the size of the same part in the claimed Flight 77 Boeing 757 commercial jet engine.



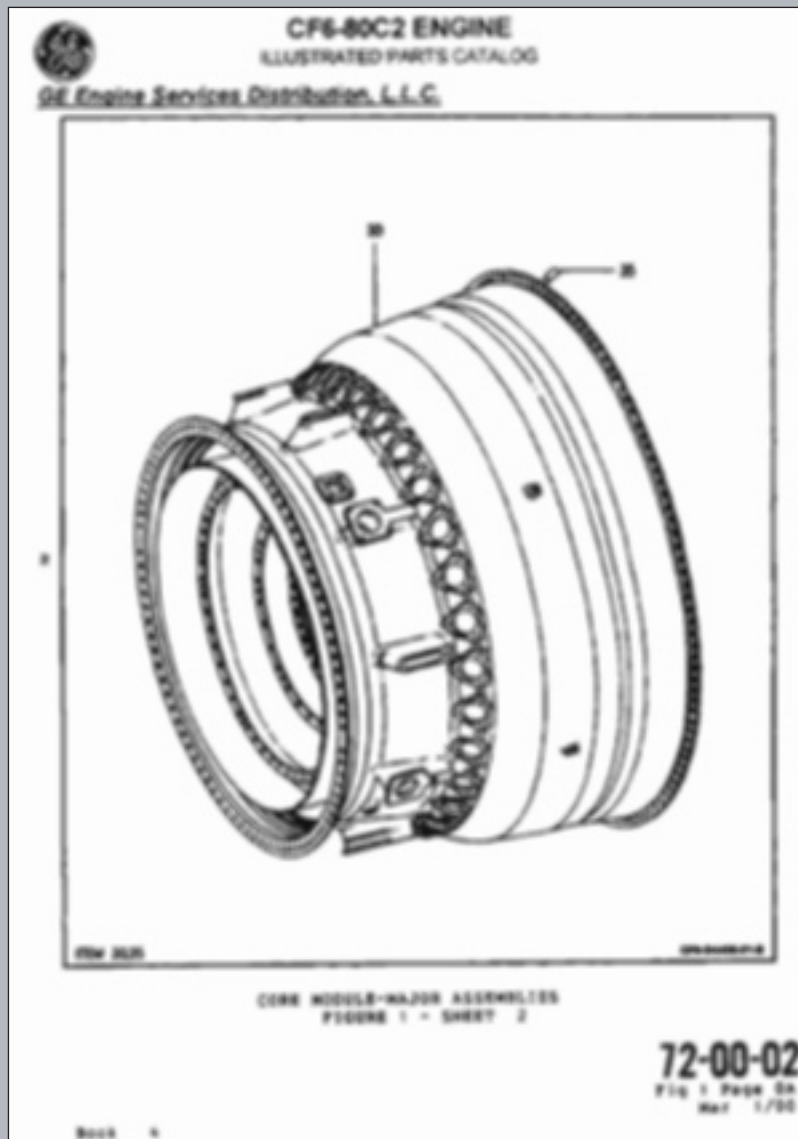


The image at left shows the A3 fan hub assembly with blades in a Machine Shop photo, and at right, at the Pentagon, we see the fan hub assembly, of course without the blades. Without the blades the hub assembly is approximately 35" in diameter.

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## The Hub Assembly





At left, top and bottom, are the larger Boeing Diffuser Cases. Above is an image taken at the Pentagon on September 11th. This is an A3 Skywarrior Diffuser Case and the difference in size can be easily seen by the number and size of the circular holes surrounding the circumference of the casing.



## The Diffuser Case





Strange indeed that this JT8D engine fan hub assembly was NOT from the Flight UA77 Rolls Royce RB211-235 engine MORE THAN TWICE AS LARGE but an engine that powered ancient Boeing 737 aircraft, the 100 and 200 series. The A3 Skywarrior was modified to accept JT8D engines to replace its ancient J57 engines.

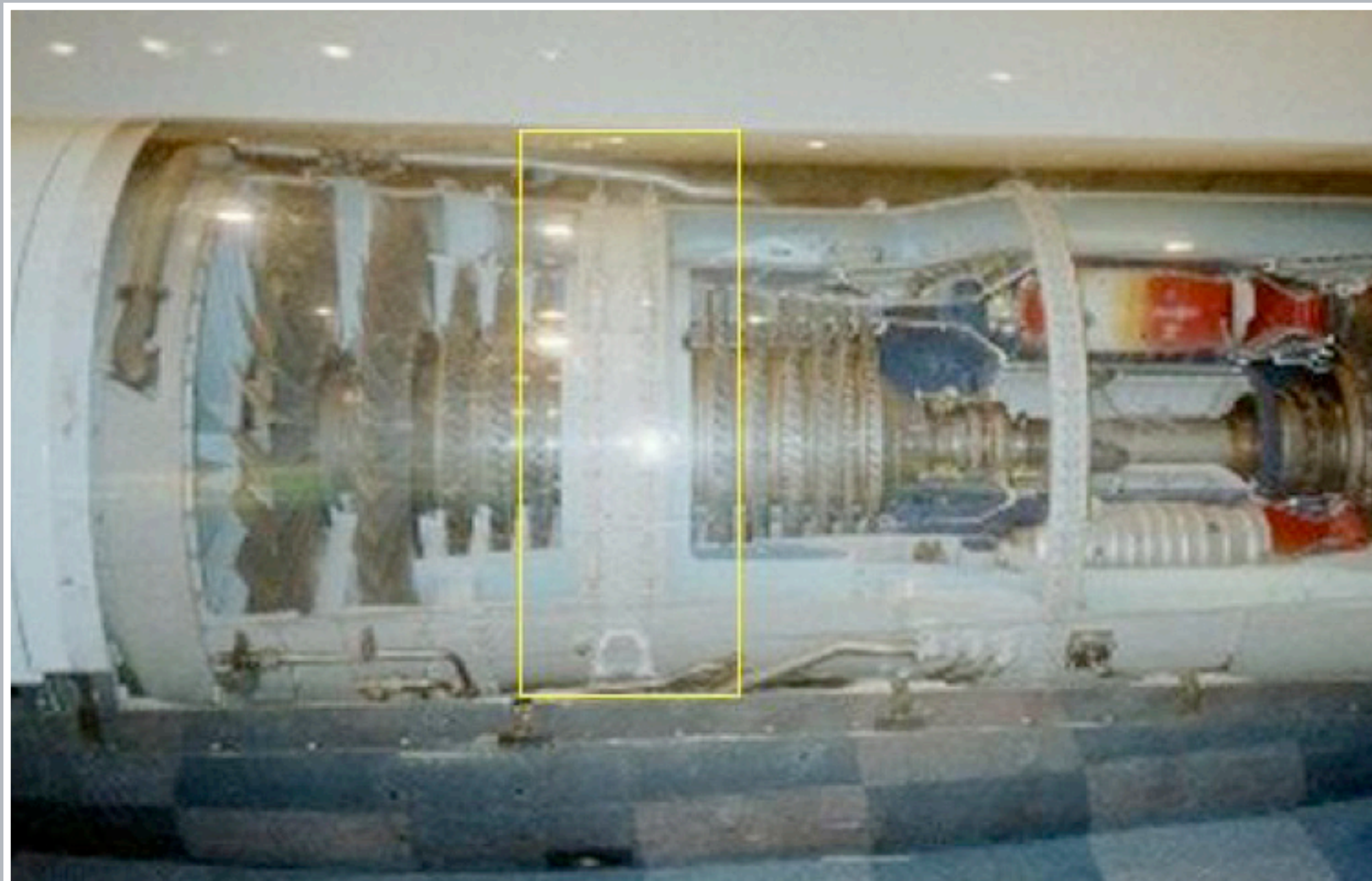
This photo in front of the Pentagon masonry wall corroborated the JT8D identification. The JT8D engine is circled in yellow BUT more important circled in blue is the Impact damage in reinforced concrete of the engine. Knowing the length of the limestone blocks (5 feet) it was possible to calculate the impact width at 50 inches across matching perfectly with the JT8D diameter:

# The Engine





This panorama (left) shows the Jeep Cherokee circled in blue and the burning aircraft circled in yellow.



We read on the Internet that a JT8D engine was on display at the Museum of Science and Industry so we shot a roll of film on a real life JT8D. The engine goes 17 feet in length. This photo (bottom, left) corroborates the JT8D engine in front of the Pentagon. The rows of engine bolts can be easily seen.

A NASA Shuttle investigator with 15 years experience (35 years in the aerospace industry.) emailed a confirmation of the Pentagon engine. He wanted photos of the engine and the hole the aircraft made. He had heard that the aircraft hit the Pentagon at a 45 degree angle and wanted to confirm that with photos. Just part of the 9/11 fairytale. As seen above the engine lies directly below the impact area proof that the A3 hit straight-on. He never wrote his article.

## The Engine





Close-up of JT8D engine



# The Engine



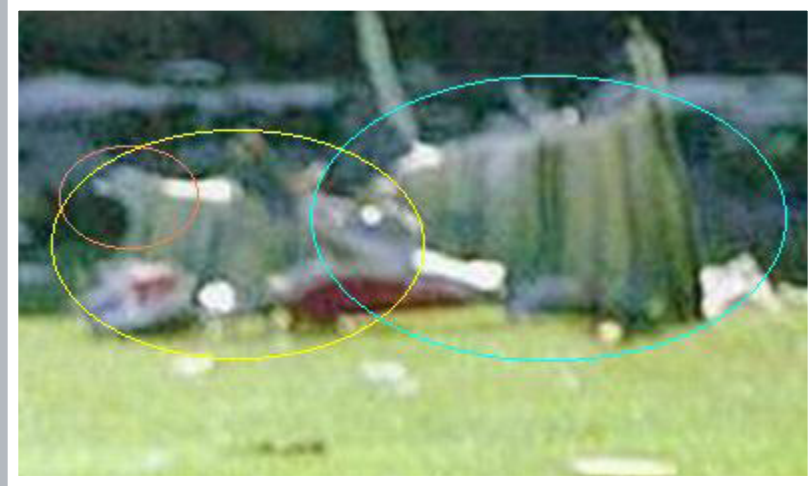




# The Crane

The two photos (far left) show the JT8D engine being picked from the wreckage and the third photo (right) shows the wings being hauled away at the Pentagon. The government knows what hit the Pentagon. They know... they did it, of course they know. This is commonly referred to as a crime scene as Destruction of Evidence.





# The Scam

Fort Myer Fire Department's Foam Unit 161, a 2001 E-One Titan, (above) sits destroyed among civilian vehicles and scattered debris next to the Pentagon heliport fire station. FBI agents scramble to remove evidence before the media arrives (left, top). The engine and fuselage after crash (left, center). A foam truck is directing foam to the A3 Skywarrior impact area depicted in red (left, bottom) and the crude oil smudgepot to the far right. The smudgepot was lit to produce the vast amount of smoke which obfuscated the bombs in the Pentagon as described by the "Clock Lady" in my eMagazine, "Murdering Liberty, Killing Hope", at the link below.



<http://dl.dropbox.com/u/16017306/911%20Final%20Unedited.pdf>



Being among the first responding fire units, National's aircraft rescue firefighters (ARFF) crews were able to set up their apparatus directly in front of the gaping hole in the Pentagon. That was where their training in fighting aircraft fires and the capability of their foam units to extinguish jet fuel fires were put to the best use. The ARFF foam units knocked down the bulk of the fire in the first seven minutes after their arrival, said Captain Michael Defina, who was the shift commander that day at National.

"We applied the foam tactfully and kept the fire from spreading drastically," he said. "This allowed for self-evacuation of the Pentagon at a critical time, saving many lives, and eventually the building." Two Oshkosh T3000s spread approximately 600 gallons (2.2 kiloliters) of 6% AFFF with an initial fire flow of more than 3,000 gallons (11.3 kiloliters) per minute.

These gate-crashing foam trucks totally wrecked the Made In Hollywood Pentagon Keystone Kops production. But not for long. At 10:10, about 30 minutes after the crash and exploding napalm bombs, the explosive charges in the Target Wall were ignited sending some of it crashing down and fires all around were reignited. Even the smudgepot.

# The Fire Crew







# The Camera Crew

Napalm bombs are wham, bam, that's all, folks. Just like at the North Tower Hollywood special effects and enhancement were needed. A large container of crude oil next to a generator truck that uses diesel fuel, not oil, was the prop and generator of the fake smoke plume seen from miles around and on TV around the world. On "Maximum Smoke" in this photo (left, top).



In this photo (left, bottom) is a view of the A3 Skwarrior fuselage on a tractor-trailer drawing a crowd at the far right edge of the image (or circled in red in the top photo). The camera and tripod are easily seen in the center of the photo.





# The Wing

In the spirit of Keystone Cops 9/11 an A3 Skywarrior wing glanced off the Pentagon wall and hit a fire engine parked to the far left and set it afire. Notice the crowd of onlookers. See the wing leaning against the wall? The A3 is carrier capable and has folded wings for storage on ship. The intact wing end section is captured in this photo.



Fort Collins, Colorado – May 26, 2005  
TomFlocco.com – Fort Collins-Loveland Municipal Airport

According to two civilian defense contractor employees working at commercial corporate facilities at Fort Collins-Loveland Municipal Airport, in the months before the September 11 attacks U.S. Air Force defense contractors brought in A-3 Sky Warrior aircraft under cover of darkness to be completely refitted and modified at the small civilian airport in Colorado.

The revelations are important evidence for a reportedly ongoing secret 9/11 probe because widely available Federal Emergency Management Administration (FEMA) photographs taken during the attacks clearly show that the few aircraft parts found at the Pentagon belonged to a small jet very similar to a modified A-3 Sky Warrior – not the American Airlines Boeing 757 they've told us hit the Pentagon.

It is not known whether all members of Congress are aware of the under-the-radar-screen grand jury proceedings, who has already testified, and whether the probe is purposefully being kept from public knowledge, according to government intelligence sources.

The two witnesses say that separate military contractor teams – working independently at different times – refitted Douglas A-3 Sky Warriors with updated missiles, Raytheon's Global Hawk unmanned aerial vehicle (UAV) remote control systems, fire control systems, engines, transponders, and radio-radar-navigation systems – a total makeover, seemingly for an operation more important than use as a simple missile testing platform for defense contractor Hughes-Raytheon.

The employees asked not to be identified for personal safety reasons and fear of job retaliation; but both told 2008 independent presidential candidate Karl Schwarz “the Air Force brought in separate teams to do top-secret military work unrelated to commercial aviation at our airport, and we were told by our bosses not to discuss what we had seen with anyone.”

The witnesses were quite fearful about several recent “suicides, car wrecks – mysterious deaths – directly related to the aviation experts” working on the systems that were installed on the A-3's at Fort Collins-Loveland – having breached the government-blocked information flow at great personal risk, according to Schwarz – but providing more evidence for a New York 9/11 investigation.

Schwarz, a former Republican from Arkansas now living in Georgia and running as an independent to clean up government corruption and crime told TomFlocco.com that he met with the employees for about an hour to discuss the issue. The witnesses told Schwarz that each jet was placed in a hanger just big enough for a work crew and one A-3 Sky Warrior and “we were under strict orders not to discuss what the military teams were doing or what we saw.” The presidential candidate told us “there are about 150 retired and active U.S. military and federal intelligence officers who will come forward and testify regarding government involvement in the September 11 attacks – but only if there is a serious criminal grand jury.”

# How They Did It





There are Nazi's in the White House.  
Watcha gonna do when they come for you?