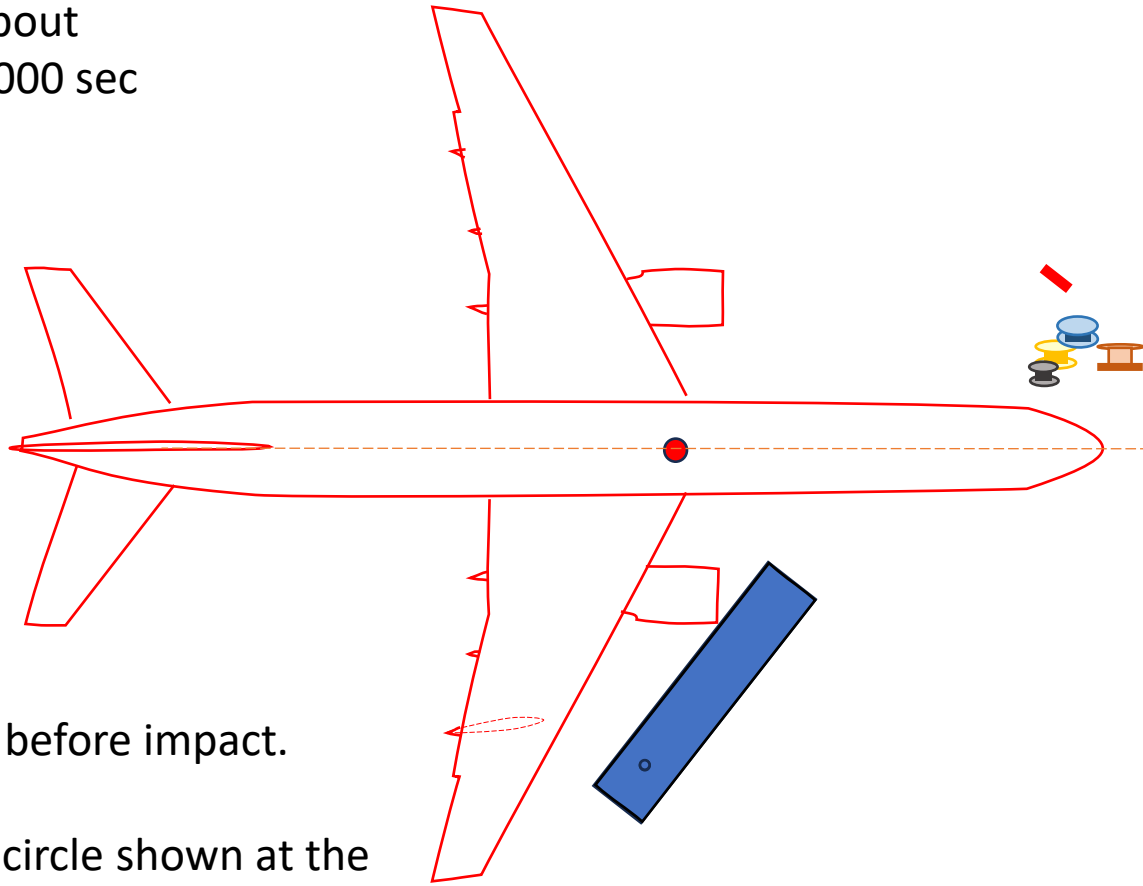


Rebuttal to Identification of The Plane Model That Impacted the Pentagon

Appendix B: Trajectory during the last quarter second
of a Boeing 757 Impact into the Pentagon

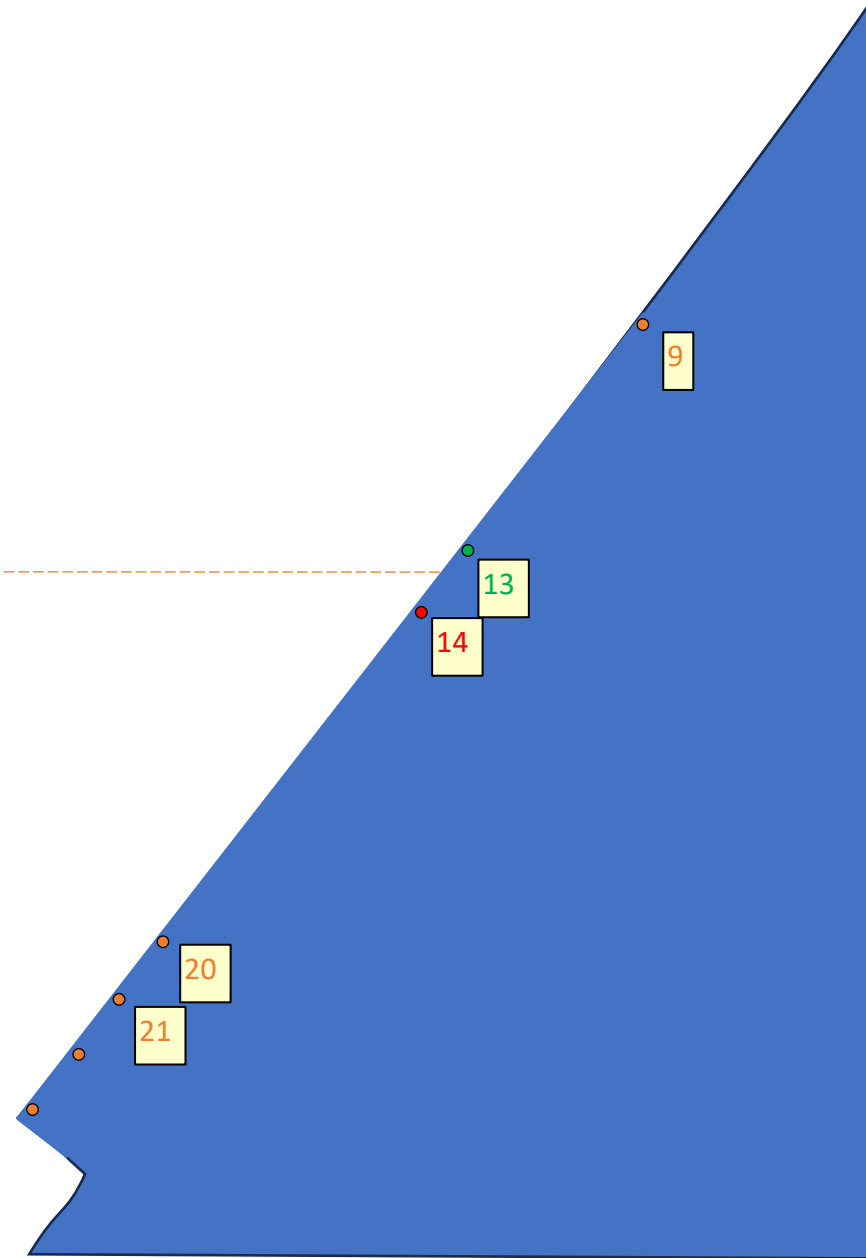
Boeing 757
at about
 $t=0.000$ sec



Just before impact.

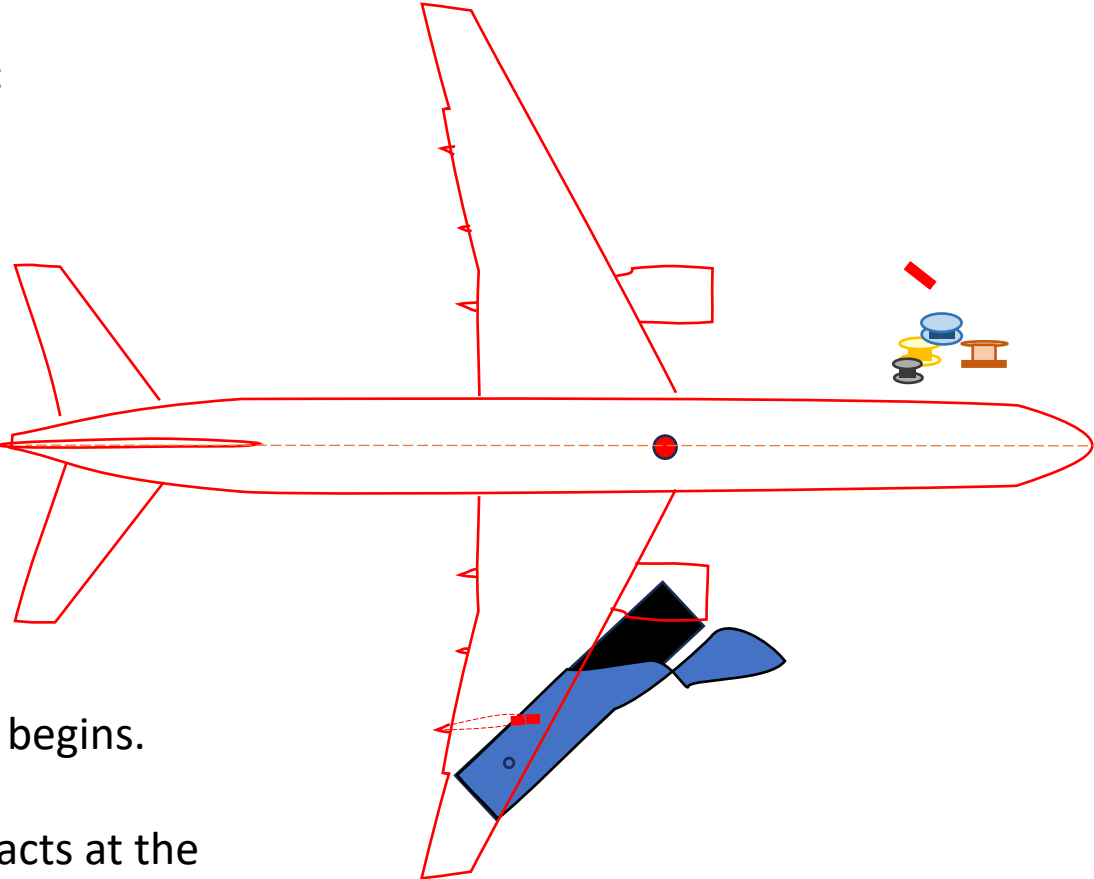
The circle shown at the center of the plane is the assumed center of mass for rotation.

NOTE: The movement of wire spools #4 and #7 are estimated based on the assumed impact dynamics and the final resting locations seen in the Scott Boatright photo.



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Boeing 757
at about
 $t=0.017$ sec

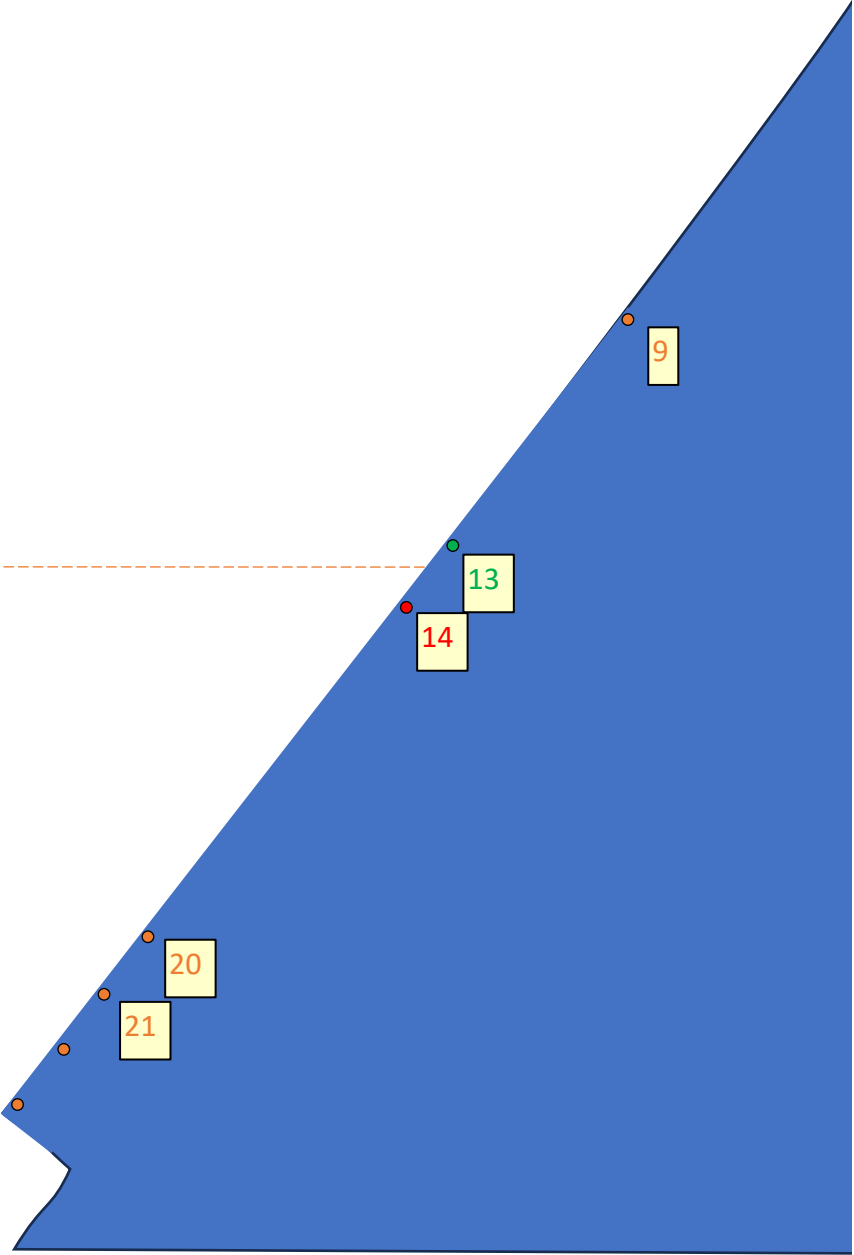


The impact begins.

Engine impacts at the
'bullseye' where the corrugated cabin
siding is hammered smooth.

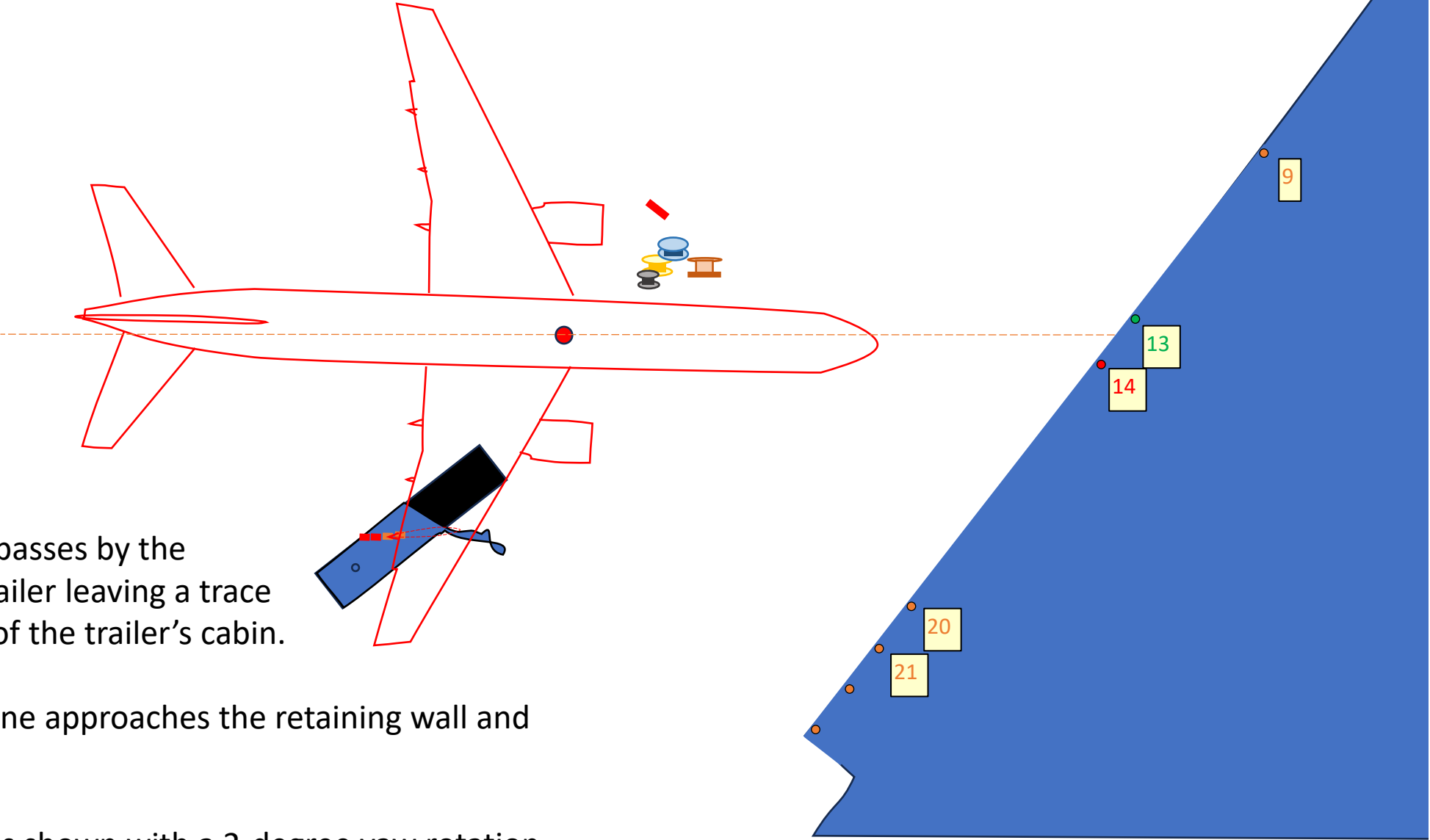
The trailer's cabin is destroyed.

Both the aircraft and trailer begin rotating.



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Boeing 757
at about
 $t=0.034$ sec

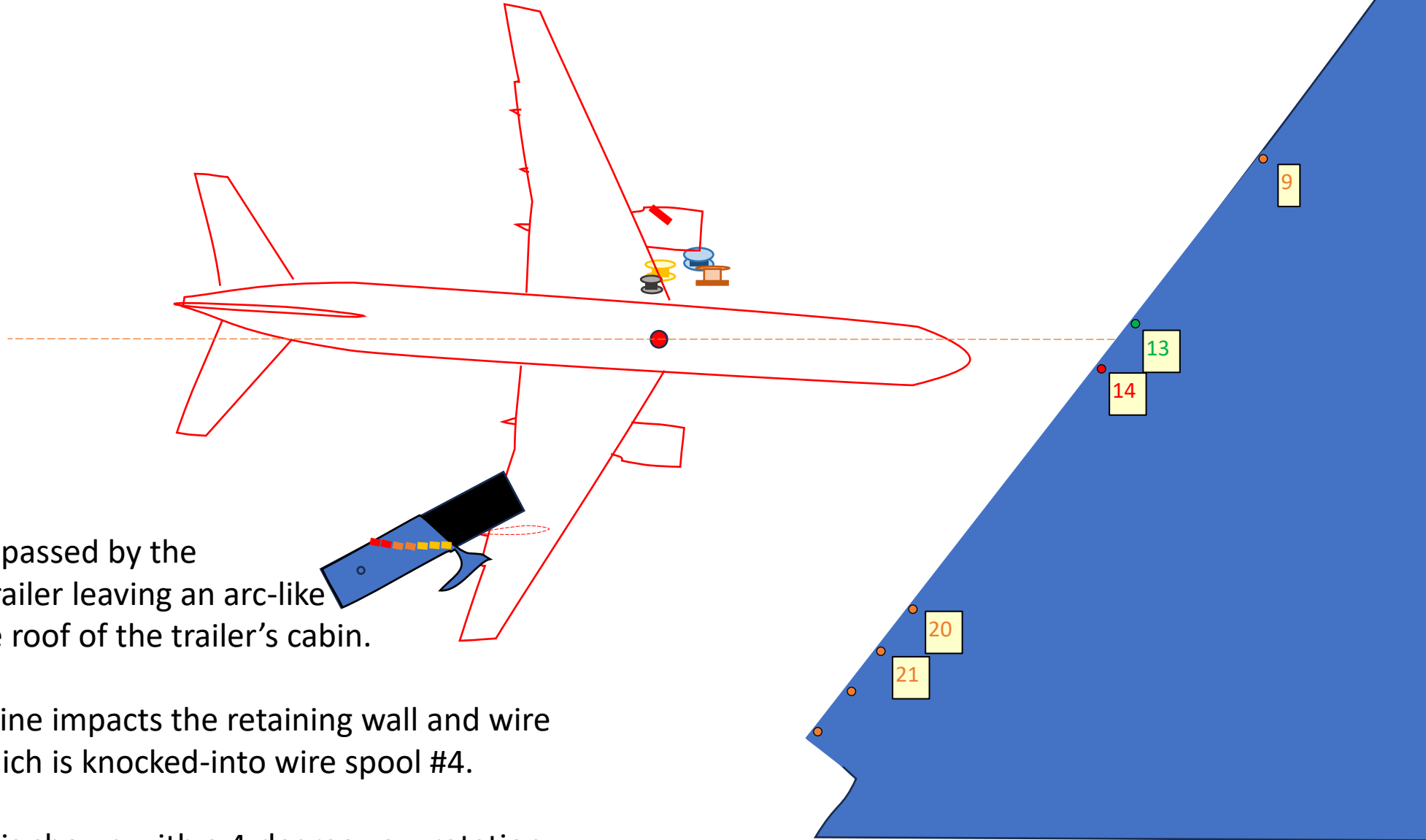


The aircraft passes by the generator trailer leaving a trace on the roof of the trailer's cabin.

The left engine approaches the retaining wall and wire spools.

The aircraft is shown with a 2-degree yaw rotation.

Boeing 757
at about
 $t=0.051$



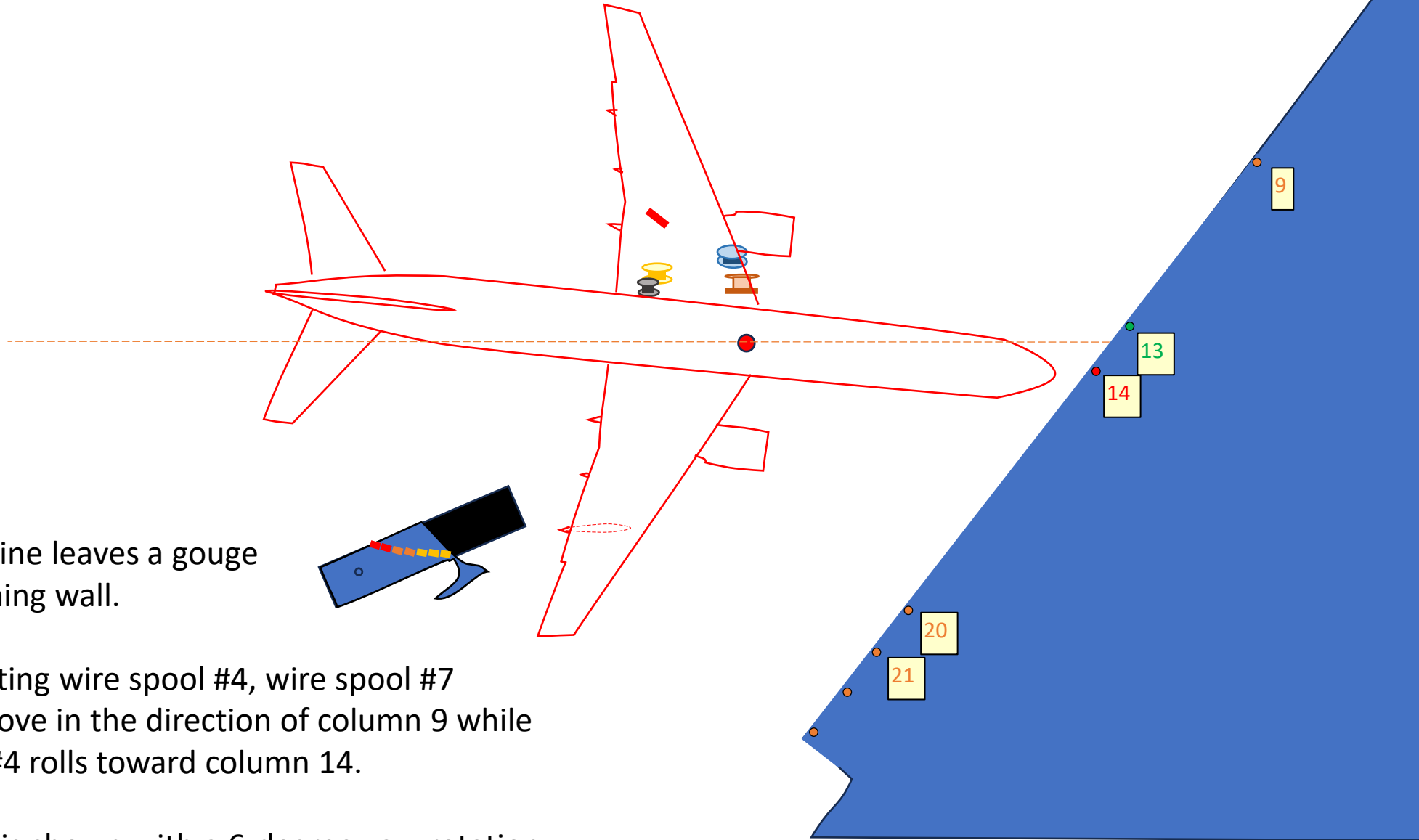
The aircraft passed by the generator trailer leaving an arc-like trace on the roof of the trailer's cabin.

The left engine impacts the retaining wall and wire spool #7 which is knocked-into wire spool #4.

The aircraft is shown with a 4-degree yaw rotation.

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Boeing 757
at about
 $t=0.068$ sec

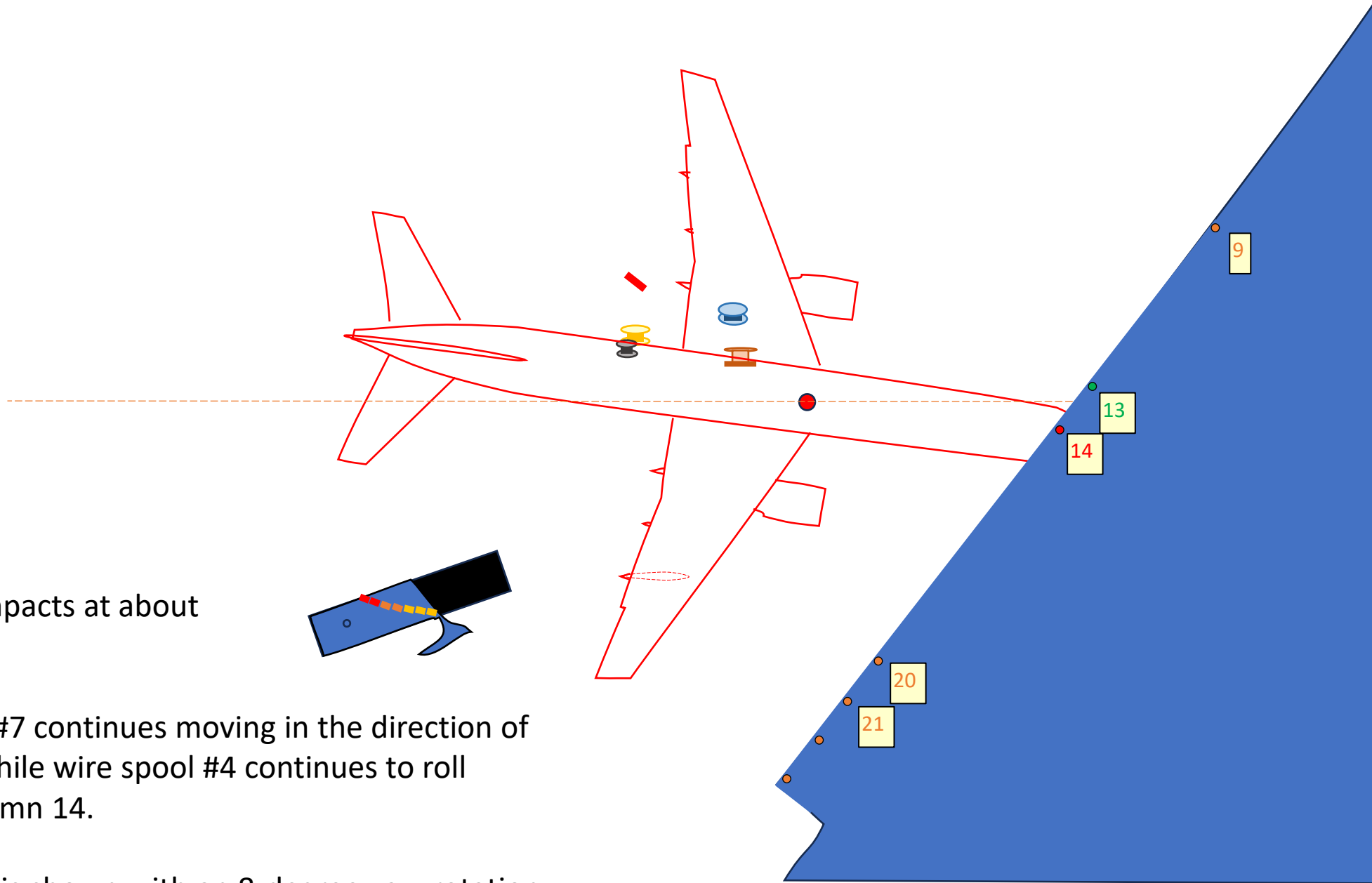


The left engine leaves a gouge
in the retaining wall.

After impacting wire spool #4, wire spool #7
begins to move in the direction of column 9 while
wire spool #4 rolls toward column 14.

The aircraft is shown with a 6-degree yaw rotation.

Boeing 757
at about
 $t=0.085$ sec

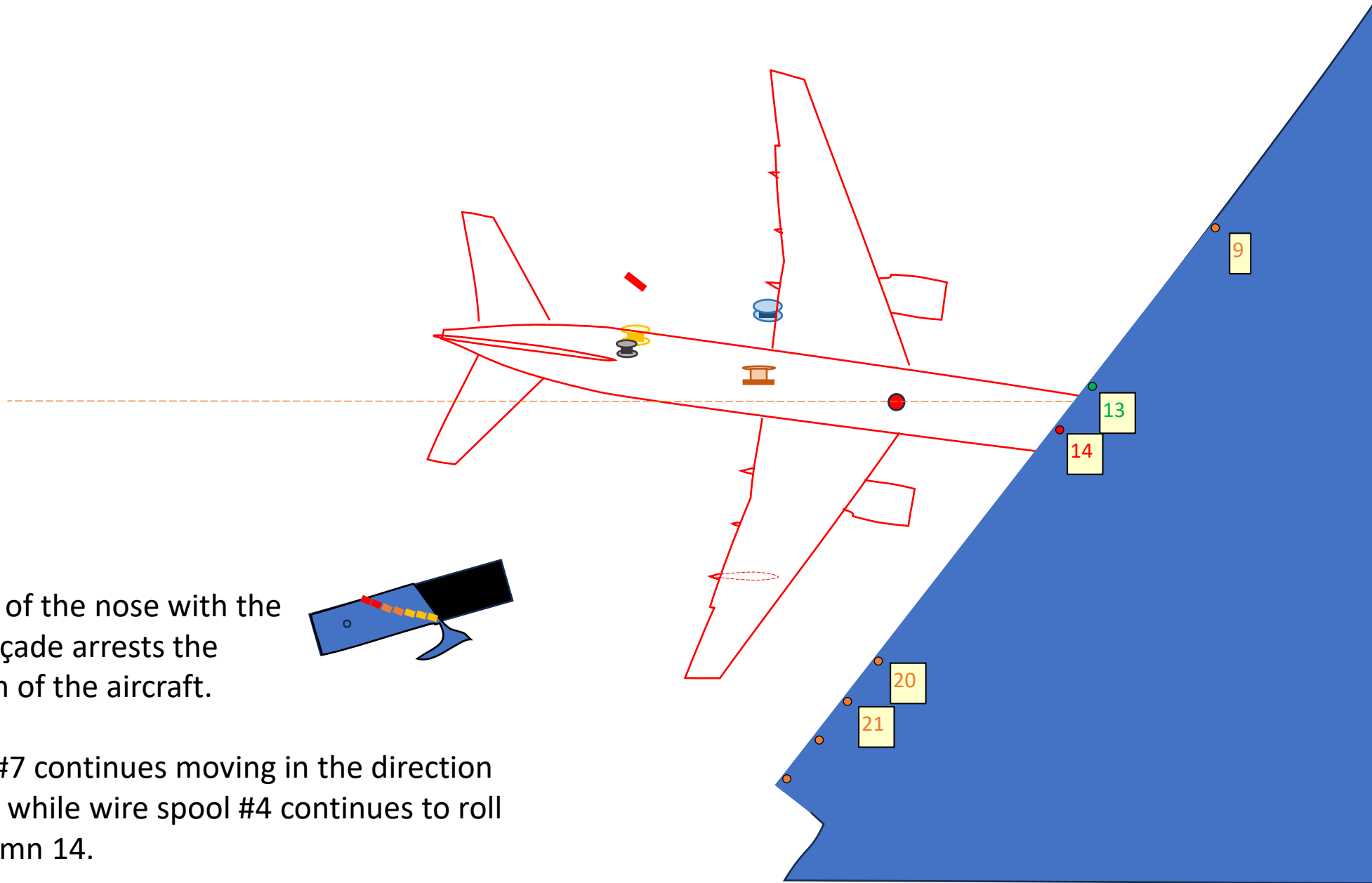


The nose impacts at about
column 14.

Wire spool #7 continues moving in the direction of
column 9 while wire spool #4 continues to roll
toward column 14.

The aircraft is shown with an 8-degree yaw rotation.

Boeing 757
at about
 $t=0.102$ sec



The contact of the nose with the Pentagon façade arrests the yaw rotation of the aircraft.

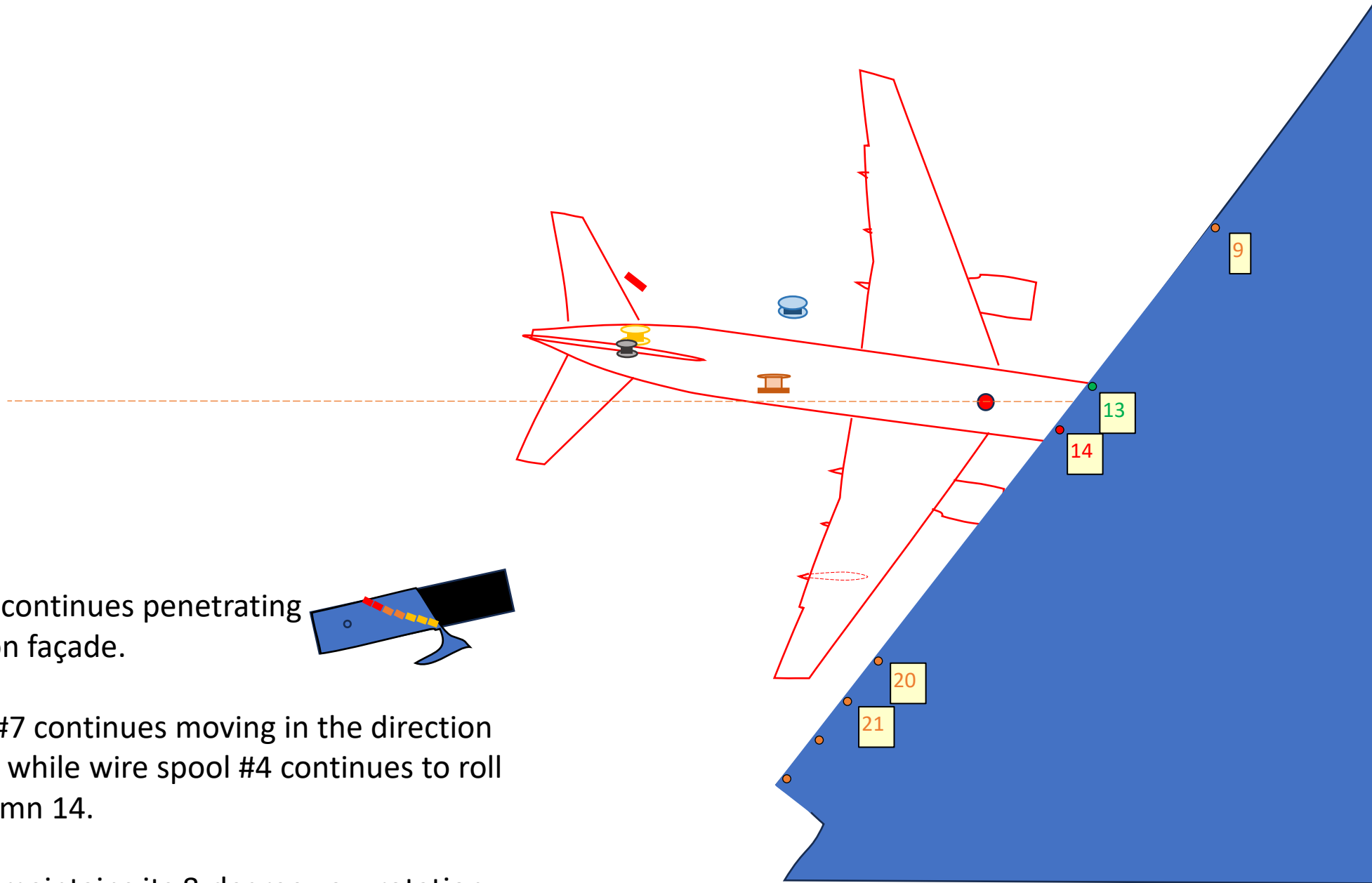
Wire spool #7 continues moving in the direction of column 9 while wire spool #4 continues to roll toward column 14.

The aircraft maintains its 8-degree yaw rotation.

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Appendix-B_Rebuttal_to_737_vs_757_Impact_Sequence(January 2025).pdf

Boeing 757
at about
 $t=0.119$ sec

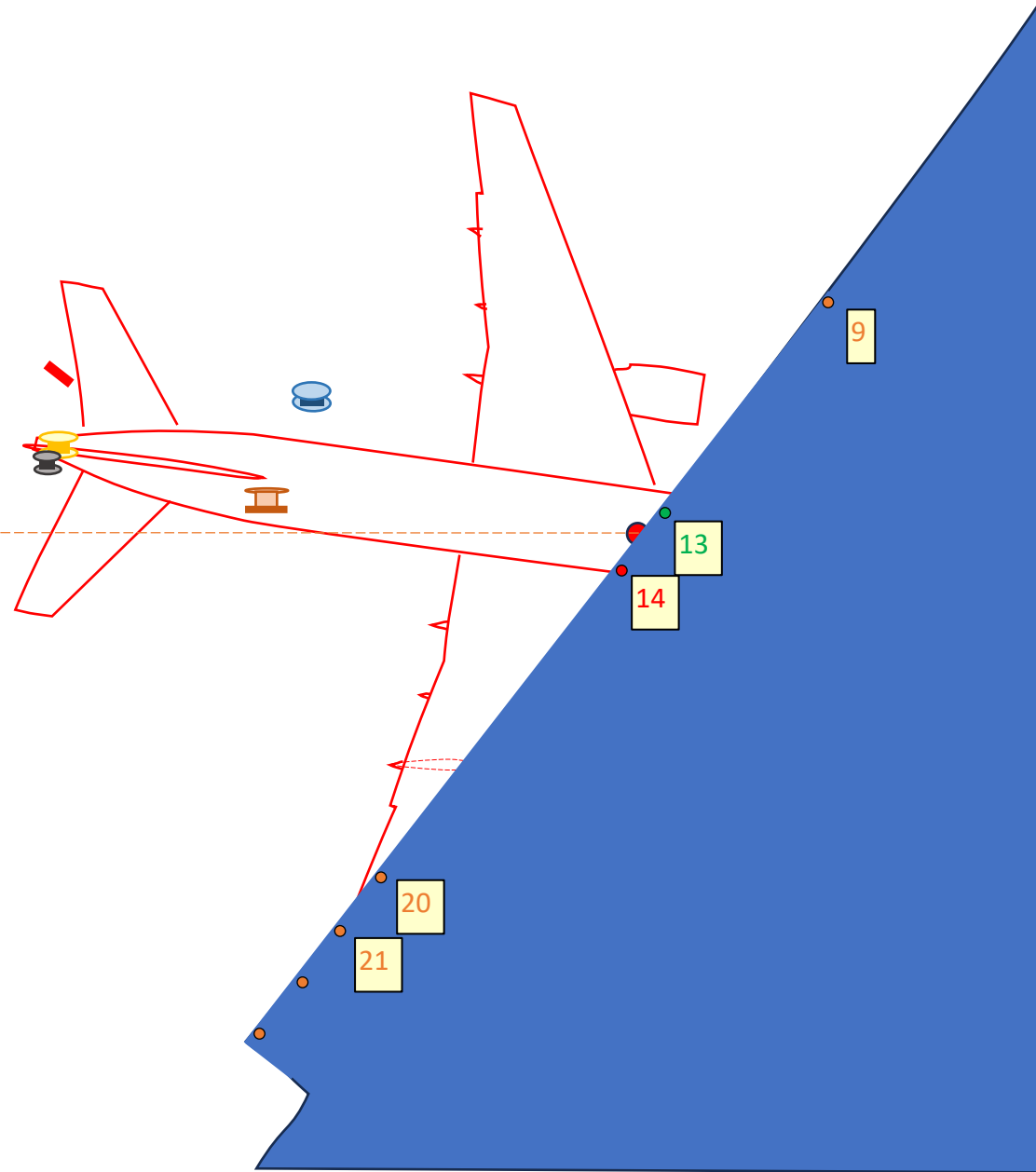


The aircraft continues penetrating
the Pentagon façade.

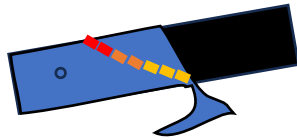
Wire spool #7 continues moving in the direction
of column 9 while wire spool #4 continues to roll
toward column 14.

The aircraft maintains its 8-degree yaw rotation.

Boeing 757
at about
 $t=0.136$



The aircraft continues penetrating
the Pentagon façade.



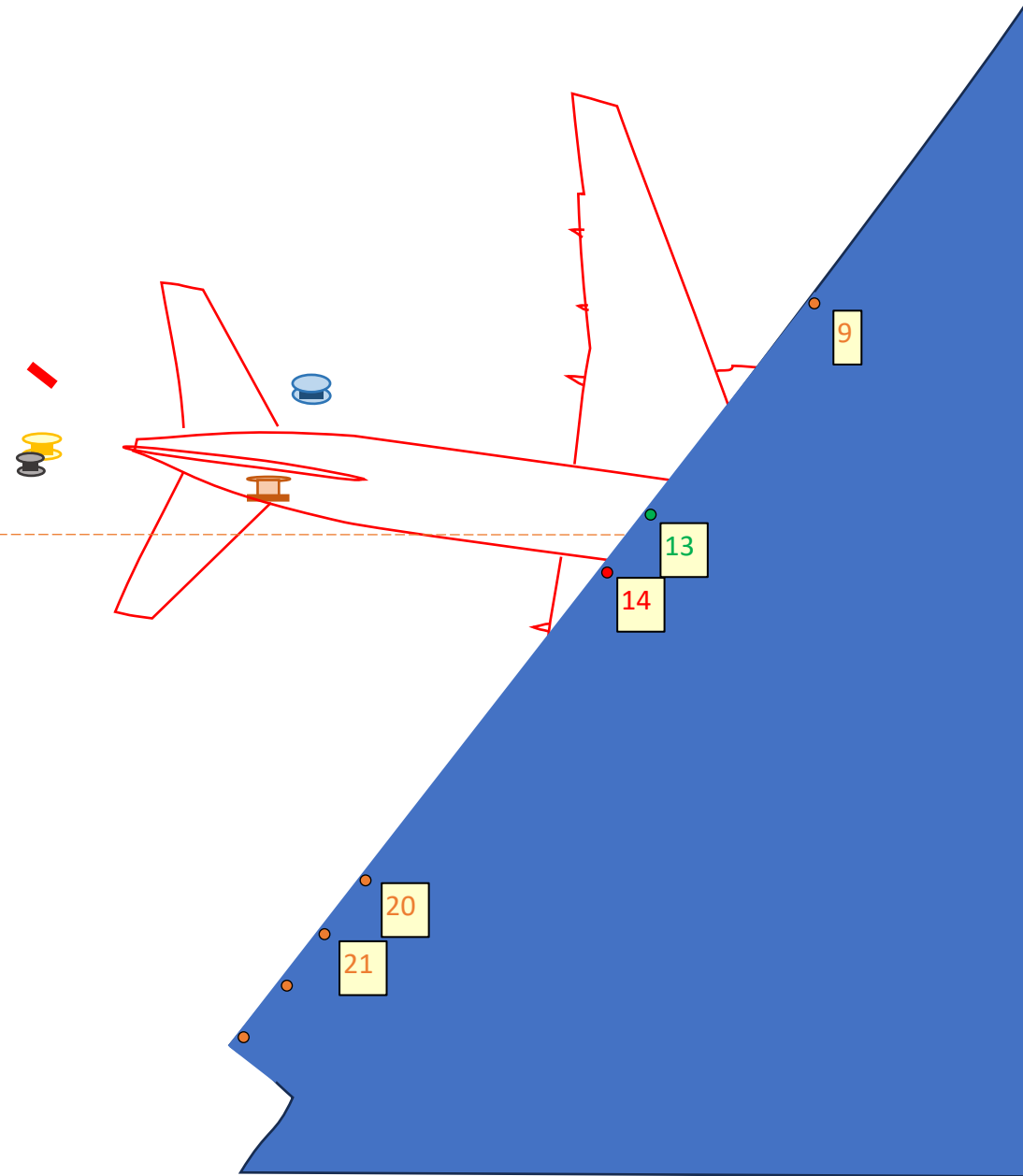
Wire spool #7 continues moving in the direction
of column 9 while wire spool #4 now begins to
roll toward column 9.

The aircraft maintains its 8-degree yaw rotation.

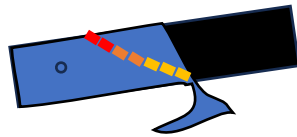
<https://ic911.org/>
Wayne Coste, PE

Appendix-B_Rebuttal_to_737_vs_757_Impact_Sequence(January 2025).pdf

Boeing 757
at about
 $t=0.153$



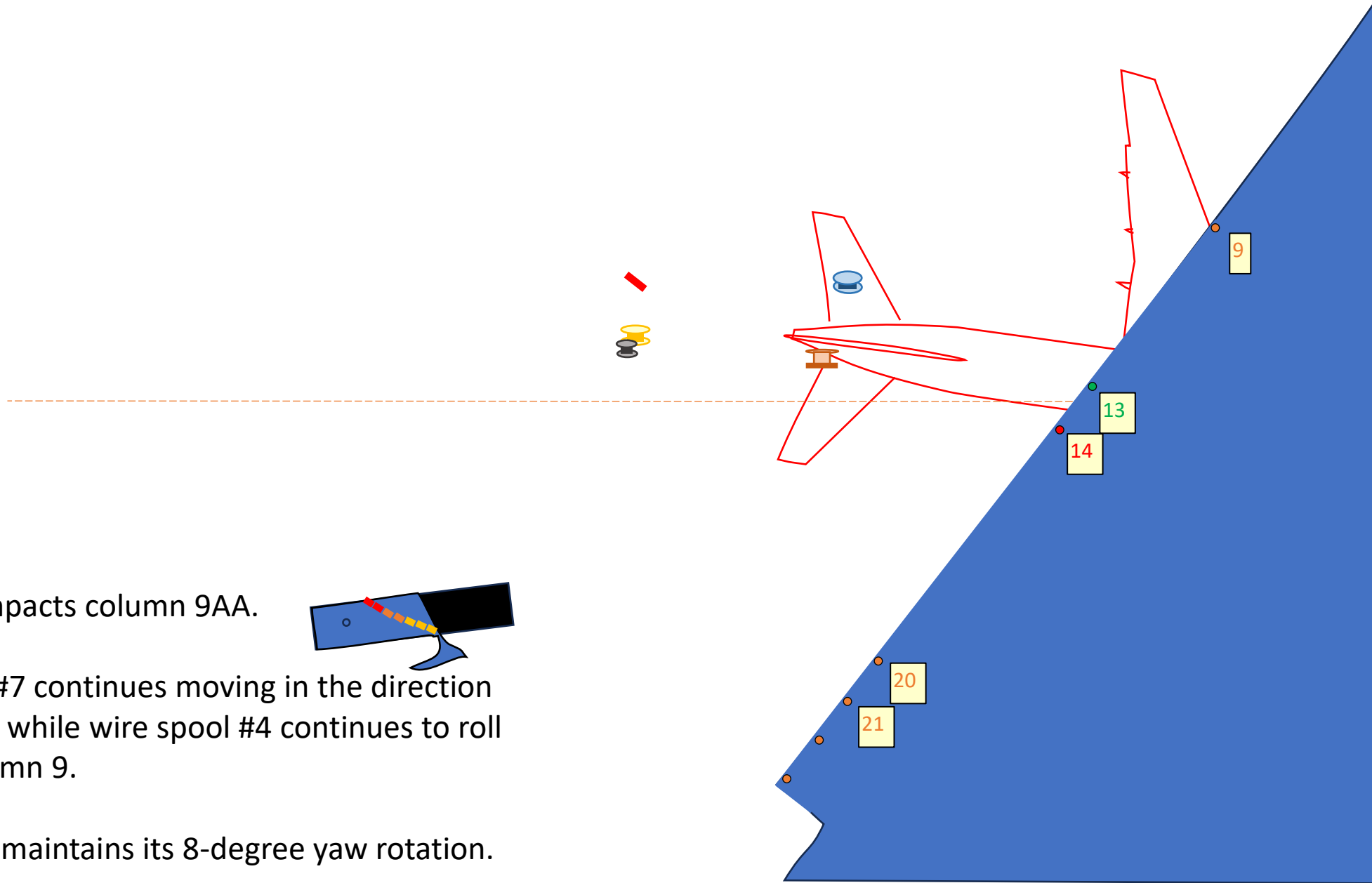
The aircraft continues penetrating
the Pentagon façade.



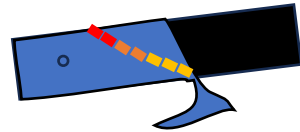
Wire spool #7 continues moving in the direction
of column 9 while wire spool #4 continues to roll
toward column 9.

The aircraft maintains its 8-degree yaw rotation.

Boeing 757
at about
 $t=0.170$ sec



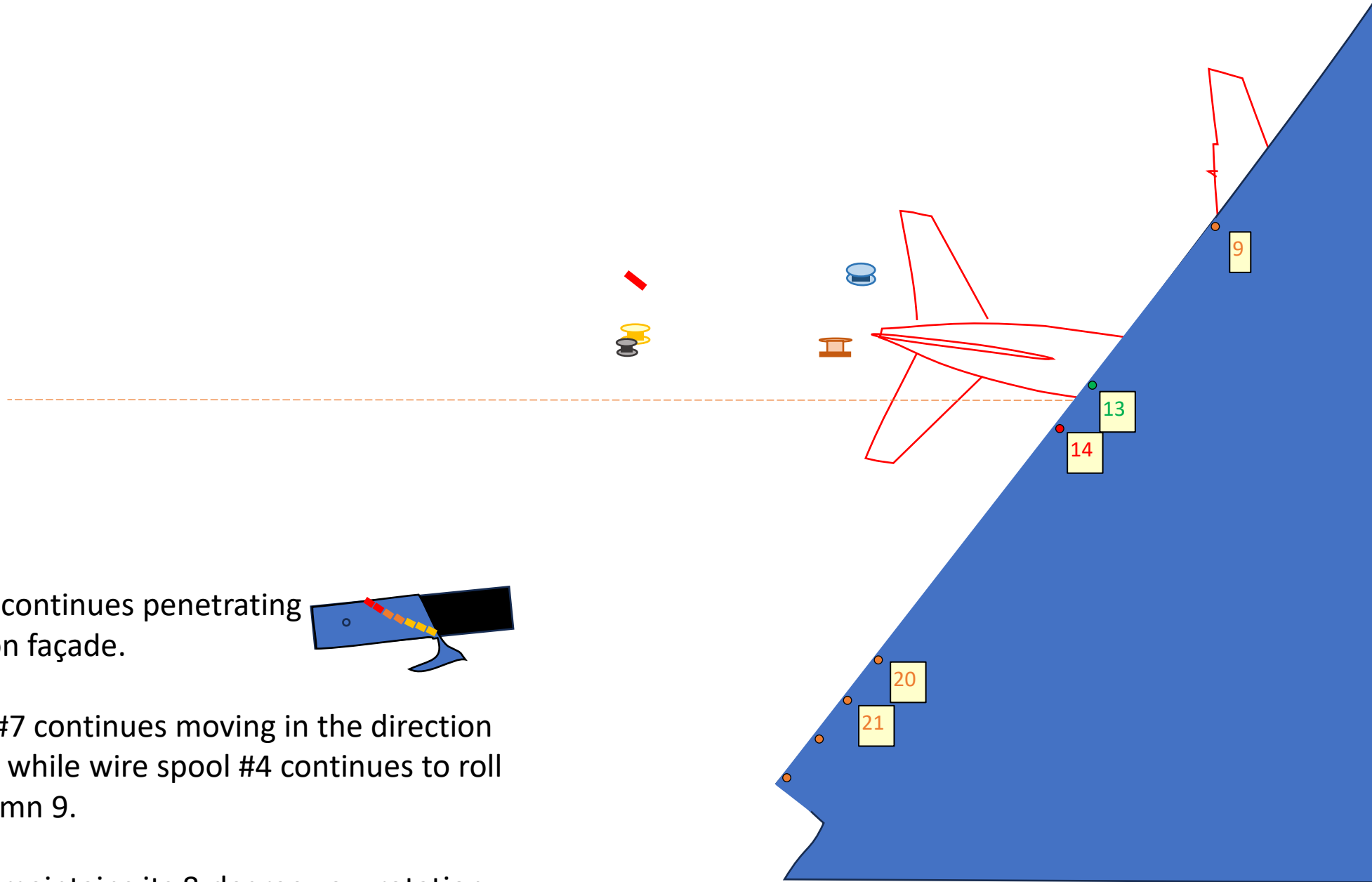
Left wing impacts column 9AA.



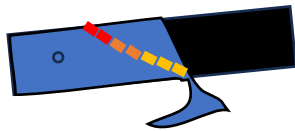
Wire spool #7 continues moving in the direction
of column 9 while wire spool #4 continues to roll
toward column 9.

The aircraft maintains its 8-degree yaw rotation.

Boeing 757
at about
 $t=0.187$ sec



The aircraft continues penetrating
the Pentagon façade.

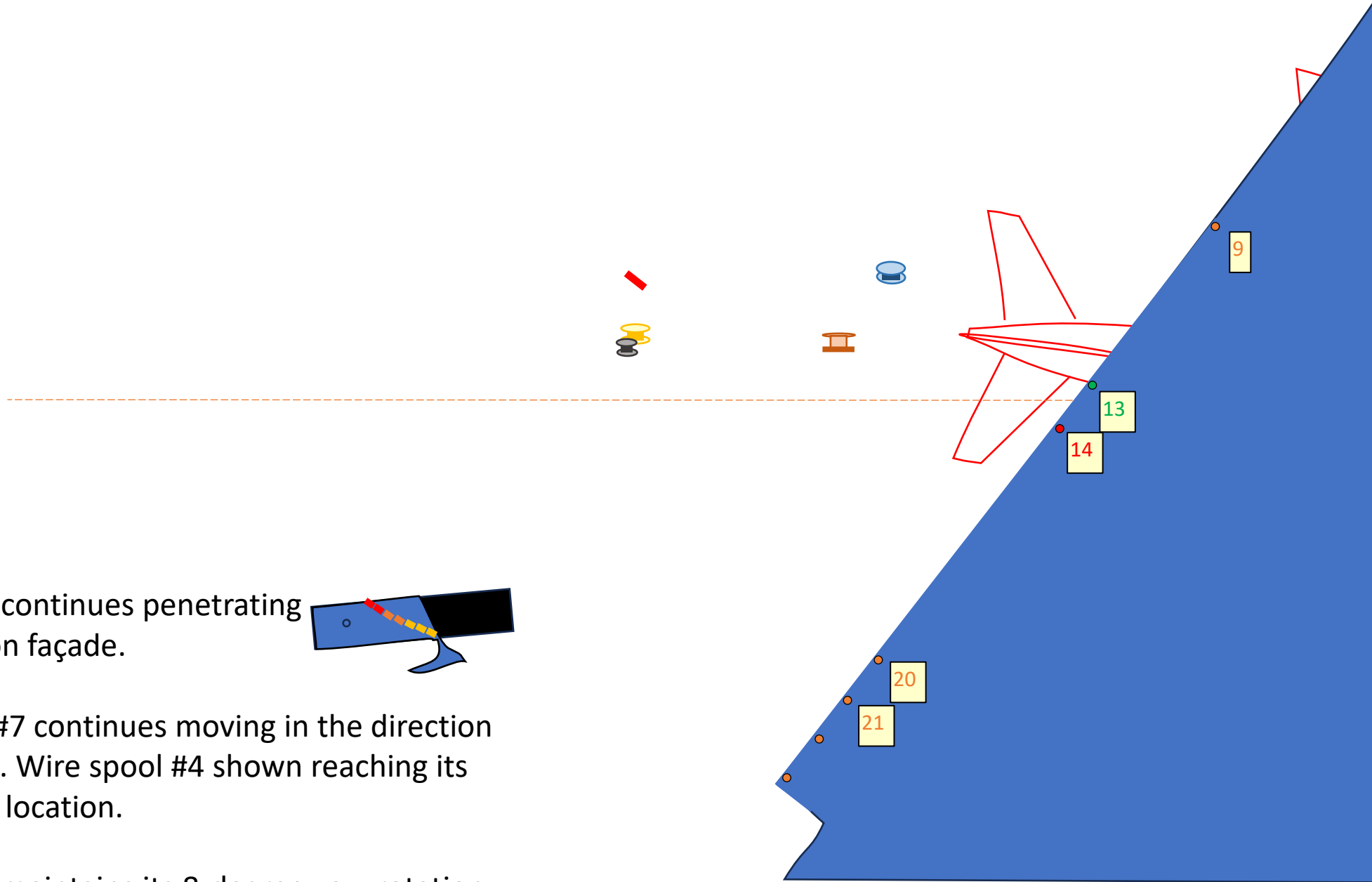


Wire spool #7 continues moving in the direction
of column 9 while wire spool #4 continues to roll
toward column 9.

The aircraft maintains its 8-degree yaw rotation.

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Boeing 757
at about
 $t=0.204$



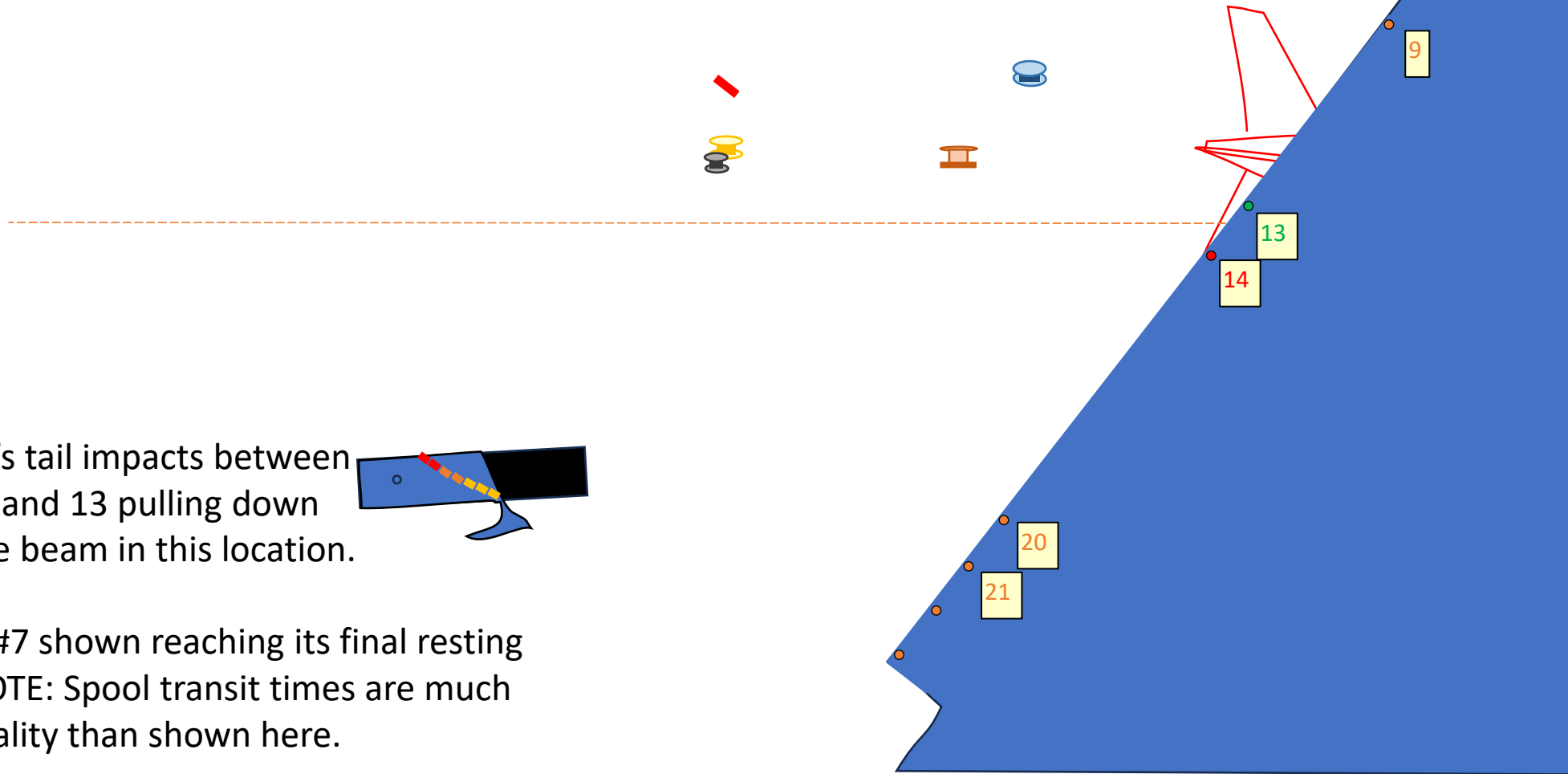
The aircraft continues penetrating
the Pentagon façade.

Wire spool #7 continues moving in the direction
of column 9. Wire spool #4 shown reaching its
final resting location.

The aircraft maintains its 8-degree yaw rotation.

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Boeing 757
at about
 $t=0.221$



The aircraft's tail impacts between columns 12 and 13 pulling down the concrete beam in this location.

Wire spool #7 shown reaching its final resting location. NOTE: Spool transit times are much longer in reality than shown here.

The aircraft maintains its 8-degree yaw rotation.

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The End