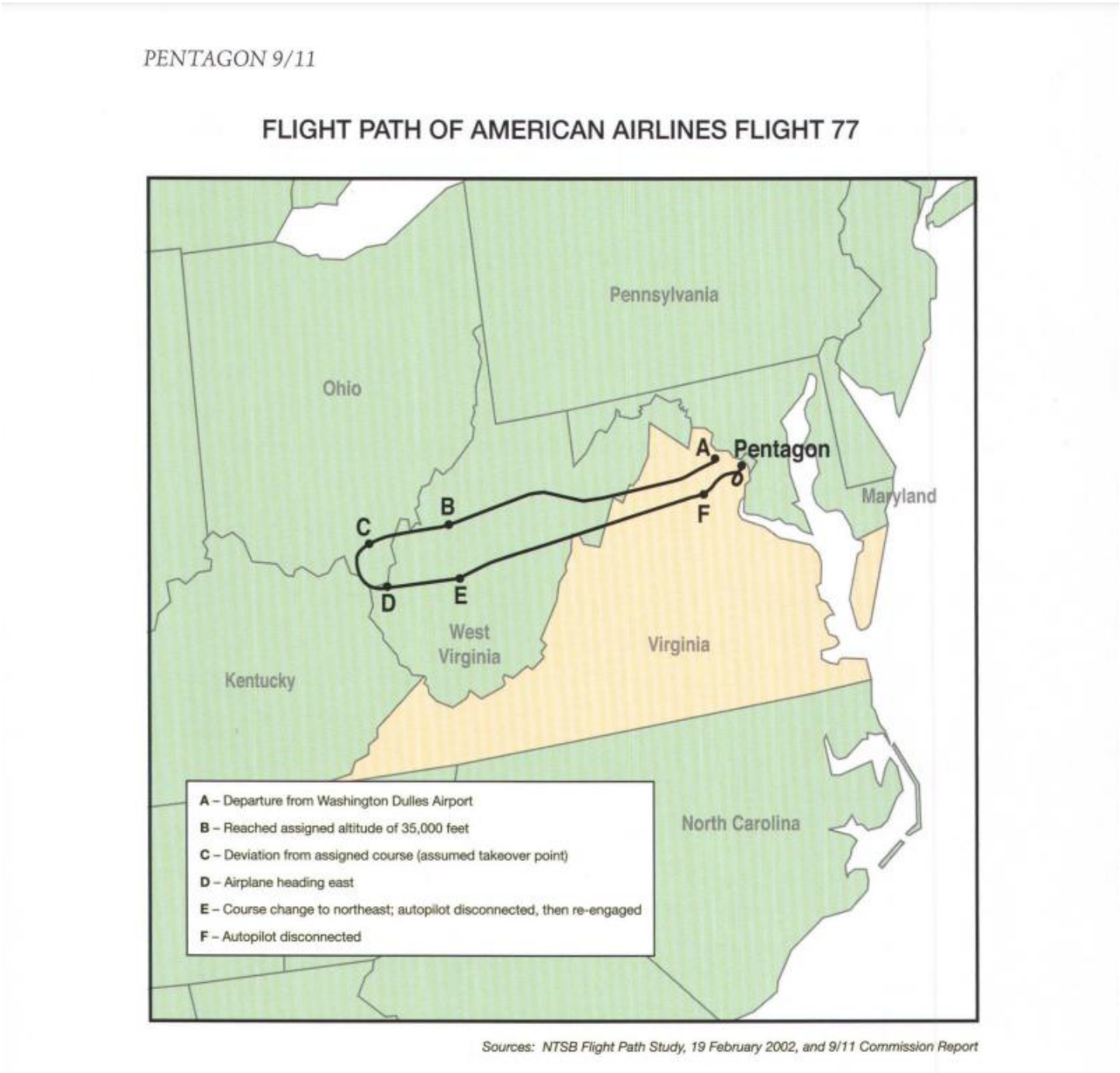


Hard evidence that American Airlines Flight 77 struck the Pentagon

The strongest evidence is found in original technical records, particularly those produced by the National Transportation Safety Board (NTSB), rather than in news reports or repetitions of the official account.

A crucial distinction is that evidence can establish that an aircraft struck the Pentagon without every item independently establishing the aircraft's identity. The question is how well the evidence connects the impact to American Airlines Flight 77, Boeing 757-200, registration N644AA.

1. The strongest evidence



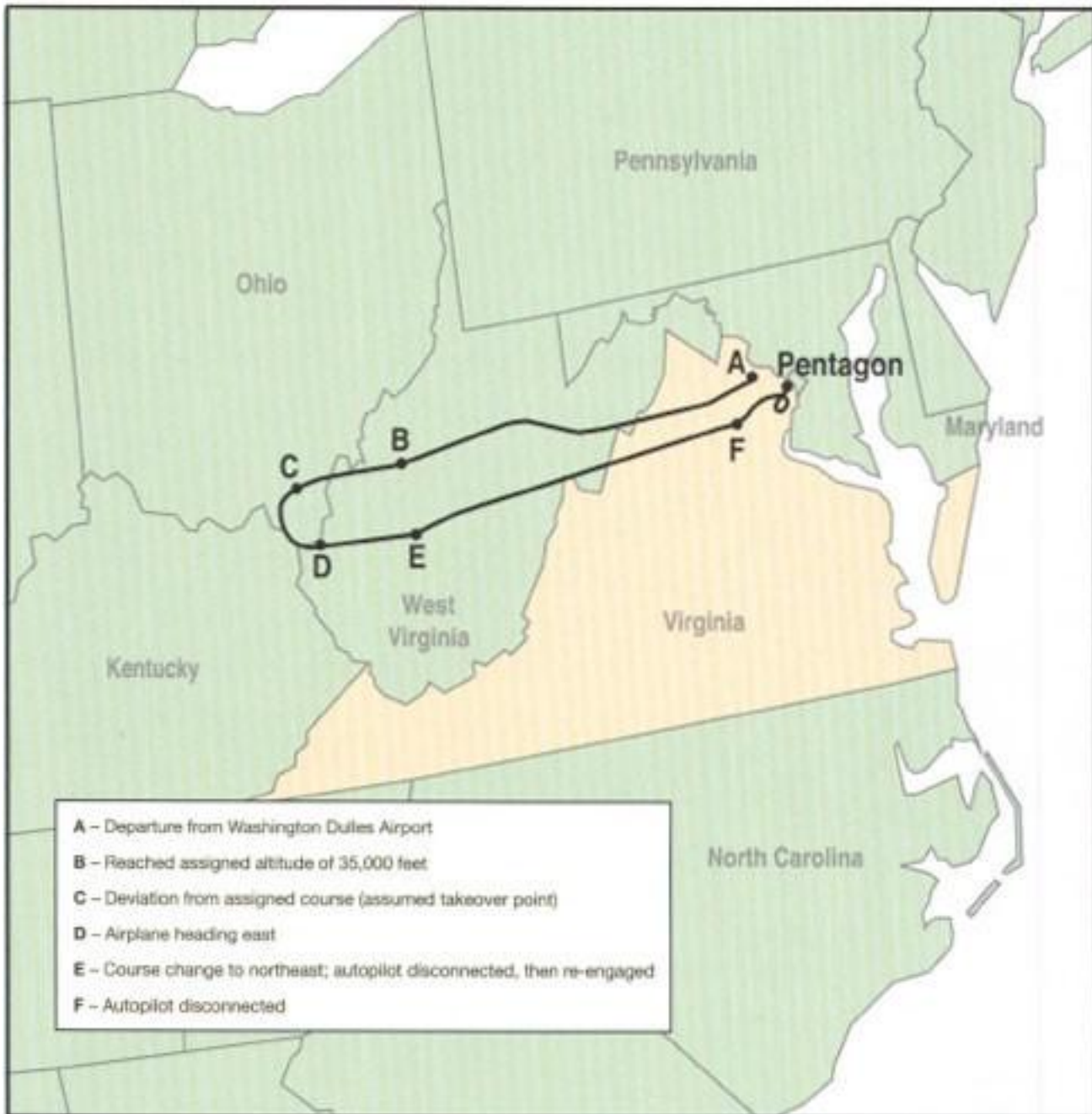
1. Flight Data Recorder (FDR)

Primary technical evidence
The NTSB's January 31, 2002 report identifies a solid-state flight-data recorder attributed to Boeing 757-200 N644AA. It says the recorder was received on September 14, 2001, after recovery at the Pentagon crash site, and exhibited impact, fire and smoke damage.

The NTSB extracted flight data from its memory. This is powerful evidence linking the aircraft's recorded flight to the crash site, although the report's identification is not the same as a publicly documented, component-by-component serial-number chain of custody.

Original source: [NTSB FDR report](#)

FLIGHT PATH OF AMERICAN AIRLINES FLIGHT 77



2. Radar data and reconstructed flight path

Instrumental evidence

The NTSB's February 19, 2002 Flight Path Study uses FAA radar records and FDR data to reconstruct Flight 77's journey from Dulles Airport to the Pentagon. It places the aircraft on a descending approach toward the impact location at approximately 9:37:45 a.m.

Radar and FDR are distinct data sources, although the final reconstruction combines them.

Original source: [NTSB Flight Path Study](#)

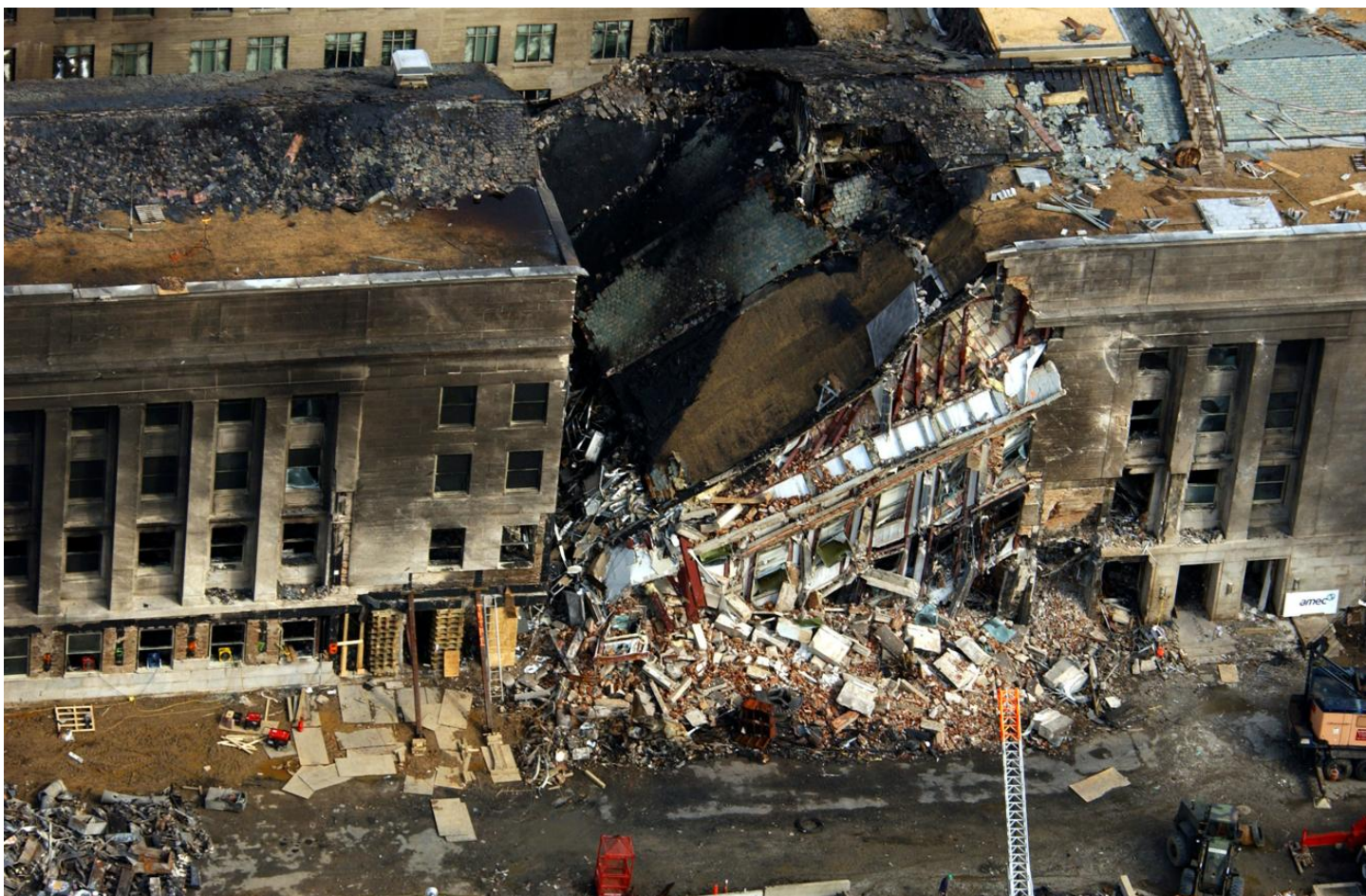


3. Physical aircraft debris

Investigators recovered aircraft components from the Pentagon. The official engineering and historical records describe debris and damage extending into the building.

This supports an aircraft impact. However, photographs of debris alone do not establish that every component came from N644AA. That stronger claim requires identifiable markings, inventories and records connecting the components to the aircraft.

Sources: [Navy historical account and technical appendices](#)



4. Structural damage and engineering analysis

The American Society of Civil Engineers' Pentagon Building Performance Report documents damage to structural columns, the exterior wall and interior areas. Its analysis attributes the damage to an aircraft impact followed by fire and partial collapse.

This is substantial engineering evidence that a large aircraft struck the building. It is not, by itself, a unique identification of Flight 77.

Source: [Pentagon Building Performance Report](#)



5. Eyewitness accounts and air-traffic-control recordings

Witnesses reported seeing an airliner approach and strike the Pentagon. Separately, the NTSB examined recorded air-traffic-control communications and produced a transcript covering Flight 77's communications from departure to the accident.

These records support the event's chronology and the presence of an aircraft. Witness testimony is less precise than instrumentation for determining component identity or exact flight parameters.

Original source: [NTSB ATC report](#)

Source: <https://chatgpt.com/c/6aba5b6b-d064-83ea-944d-98fc4bf12073>