

This photo of a WTC office shows how close the ceiling approaches the windows. Perhaps the South Tower Boeing 737 went through such an office space. In their final report FEMA ignores the napalm bombs that went through the South Tower along with the CFM56 engine from a Boeing 737 NOT a 767 the Fed Govt. claims. See the RENSE article, The Rest Of The 9/11 Street Engine Story

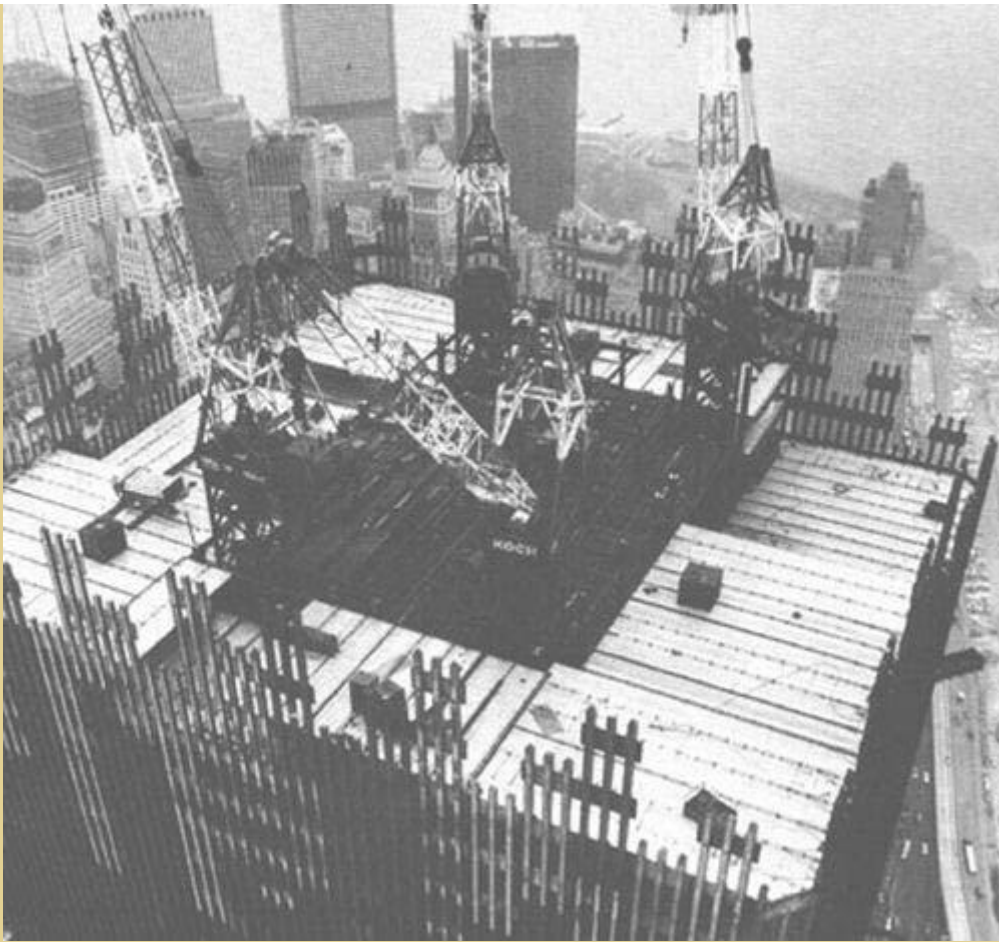
<http://www.rense.com/general64/wth.htm>



This final piece of the puzzle shows the section of the floor assembly in place with the lower rail of the assembly almost inline with the top of the windows. The assembly is heavily bolted and welded to the exterior wall brackets.



This photo shows the floor assemblies in position. The assemblies of one floor are covered with 4-5 inches of concrete to increase the strength of the floor. FEMA claims 'lightweight' concrete was used and thus it was weak. Since the concrete was a vital part of strengthening the floor that would be nonsense.



FEMA spun a fairy tale that the WTC Towers were a one of a kind construction with inherent design flaws. However the MIT study had a different slant:

<http://911research.wtc7.net/mirrors/guardian2/sixty-state-street/construction.htm>

The design concept of tubular framing (the so-called tube within a tube architecture) has been employed in the construction of many of the world's tallest buildings. These include the John Hancock Center (1105 ft), the Standard Oil of Indiana Building (1125 ft), the World Trade Center Towers (1350 ft), and the Sears Tower (1450 ft). In fact, most modern skyscrapers use this design, a design which uses a specially reinforced perimeter wall to resist all lateral loading and some of the gravity loading, and a heavily reinforced central core to resist the bulk of the gravity loading. The lateral loading (horizontal force) on the building, is mainly due to the wind while the gravity loading (downward force) is due to the weight of the building (i.e., due to gravity).

In the tube within a tube architecture, it is of vital importance that the horizontal forces on one wall be transferred to the other walls, so that the entire structure will bend to the minimum extent possible. It is also of vital importance that these horizontal forces be transferred to the central core so that the entire structure bends uniformly as one unit.

This is achieved by the use of a composite flooring system, which is designed to act (in essence) as one super-large beam. The idea is to connect the steel joists supporting the concrete slab, to the slab,

The combined steel joist-concrete slab, has sufficient strength to transfer the lateral loading to the core and the other walls, so that the building bends as little as possible, but when it does bend, it bends as a unit.

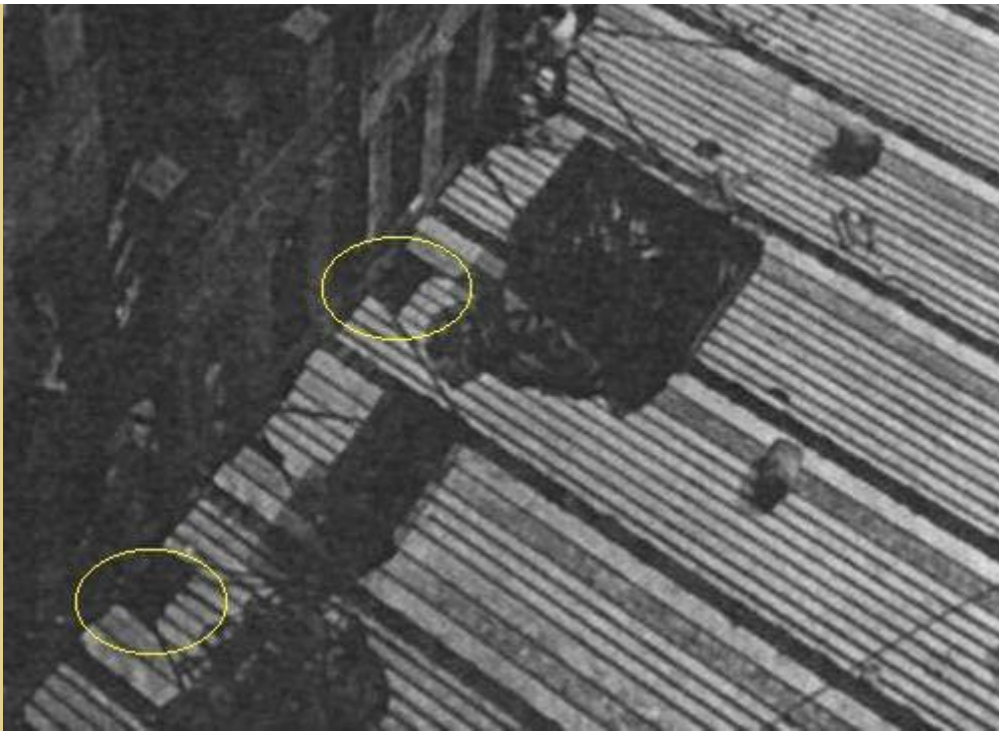
The Sixty State Street Building (Boston) has solid steel beams spanning the gap (of up to 40 feet) between the central core and perimeter wall (these are the beams at the back and on the left in the photo):



#### MORE FROM THE MIT STUDY

Strangely, the authors of the FEMA Report "forget" to mention the 24 x 18 inch metal plates that were covered with shear studs and also set in the concrete slab. **THESE PLATES** (together with the 6 foot long diagonal bars and the welded and bolted truss connections) **PROVIDED A STRONG CONNECTION BETWEEN THE FLOOR SLAB AND THE PERIMETER WALL.** The plates are the dark rectangular objects along the perimeter wall in this photo:





TO TOPPLE THE TOWER cutter charges would be placed: 1) on the exterior columns, 2) at the intersection of the floor assembly to the wall, and 3) on the inner core support columns and cross beams. Video analysis indicates that one floor was taken out simultaneously with the whole core structure being blasted to pieces. This photo shows the unconcreted floor assembly abutting the exterior wall:

