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SPECIAL REPORT

EXPLOSIVE EVIDENCE

Cover-up in Oklahoma City

**Telltale signs of
demolition charges
inside the building**



Explosive Evidence of a Cover-up

Mysteries in Oklahoma City bombing begin to unravel

Since his critical analysis of the Oklahoma City bombing appeared in the June 26th issue of *THE NEW AMERICAN* ("OKC Bombing: Expert Analysis"), Brigadier General Benton K. Partin (USAF, Ret.) has been a busy man. Besides being interviewed on dozens of radio and television programs, he has traveled to Oklahoma City to examine forensic evidence not previously available to him. What he found there is nothing less than — *highly explosive*.

Photographic evidence, together with architectural assessments of the structural integrity of the remainder of the building after the blast, offer strong support for the general's conclusion in his initial analysis that demolition charges had been used in addition to the truck bomb.

From the outset of the April 19th blast, General Partin was convinced there was something fishy about the official story attributing the devastation at the Alfred P. Murrah Federal Building solely to a truck bomb. The laws of physics

and a lifetime of experience with explosives and munitions told him that both the magnitude and the pattern of damage were totally inconsistent with a single bomb, especially one detonated outside of the building on the street.

"When I first saw the pictures of the truck bomb's asymmetrical damage to the federal building," Partin said, "my immediate reaction was that the pattern of damage would have been technically impossible without supplementing demolition charges at some of the reinforced concrete column bases, a standard demolition technique."

Appeal for Action

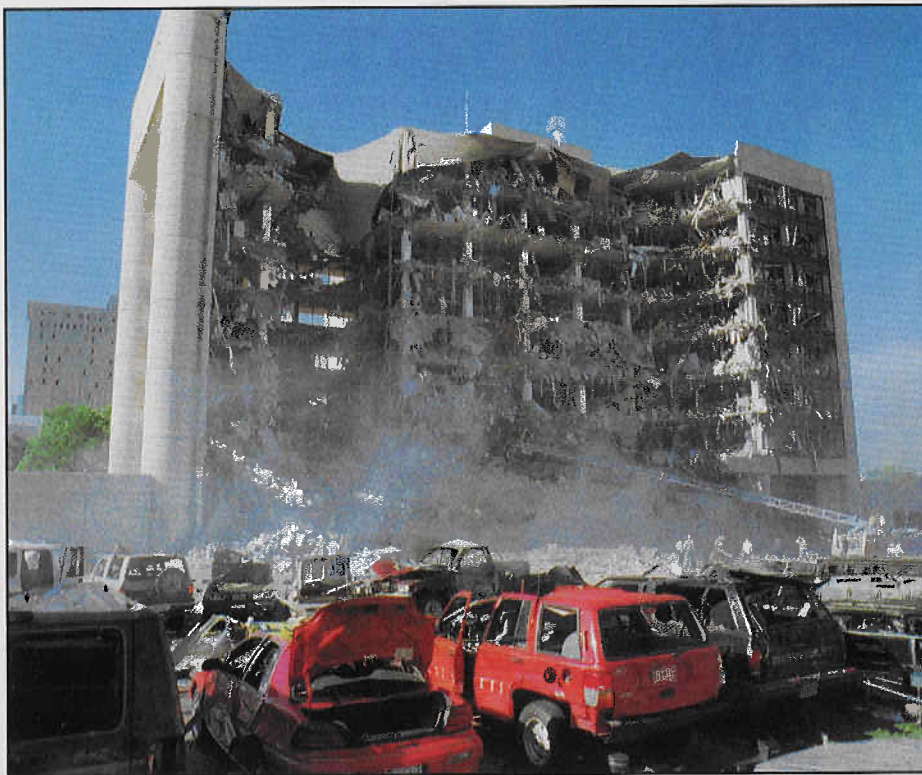
In a letter which he personally delivered to the Capitol offices of 56 members of Congress on May 18th, the general, one of our nation's premiere munitions and explosives experts, detailed some of the many problems with the official version of the bombing and appealed for action to delay the demolition of the building so that vital evi-

dence would not be destroyed. "A careful examination of the collapsed column bases would readily reveal a failure mode produced by a demolition charge," he wrote. "This evidence would be so critical, a separate and independent assessment should be made before a building demolition team destroys the evidence forever."

Unfortunately, that appeal could not stop the rush to judgment; the building was demolished five days later, on May 23rd. By the time General Partin arrived in Oklahoma City, all that remained at the Murrah Building site was a mound of dirt and the stumps of the building's four corner columns. The thousands of tons of the building's rubble — the primary forensic evidence in this "deadliest terrorist attack ever on American soil" — had been buried in a landfill outside of town. That, however, did not prevent Partin from examining hundreds of photographs that had been taken of the crime scene in the various stages of the cleanup after the blast. The photographs, he told *THE NEW AMERICAN*, provide more than sufficient evidence to sustain his earlier misgivings about the case. They provide, says the general, undeniable proof that demolition charges had been used on four of the building's columns and that these, not the truck bomb, caused the massive structural damage on April 19th.

General Partin released this new evidence on July 13th in a 23-page report entitled *Bomb Damage Analysis of Alfred P. Murrah Federal Building, Oklahoma City, Oklahoma*. The report includes five 8½" by 11" color photographs and a detailed diagram illustrating the potential blast impact of the truck bomb on the damaged building. (These graphics are reproduced throughout this article with the "tab" identification numbers used in the Partin report.)

Notwithstanding the fact that it has been completely ignored by the Establishment media, the general's report presents a very compelling case. The nature of the evidence and the cogency

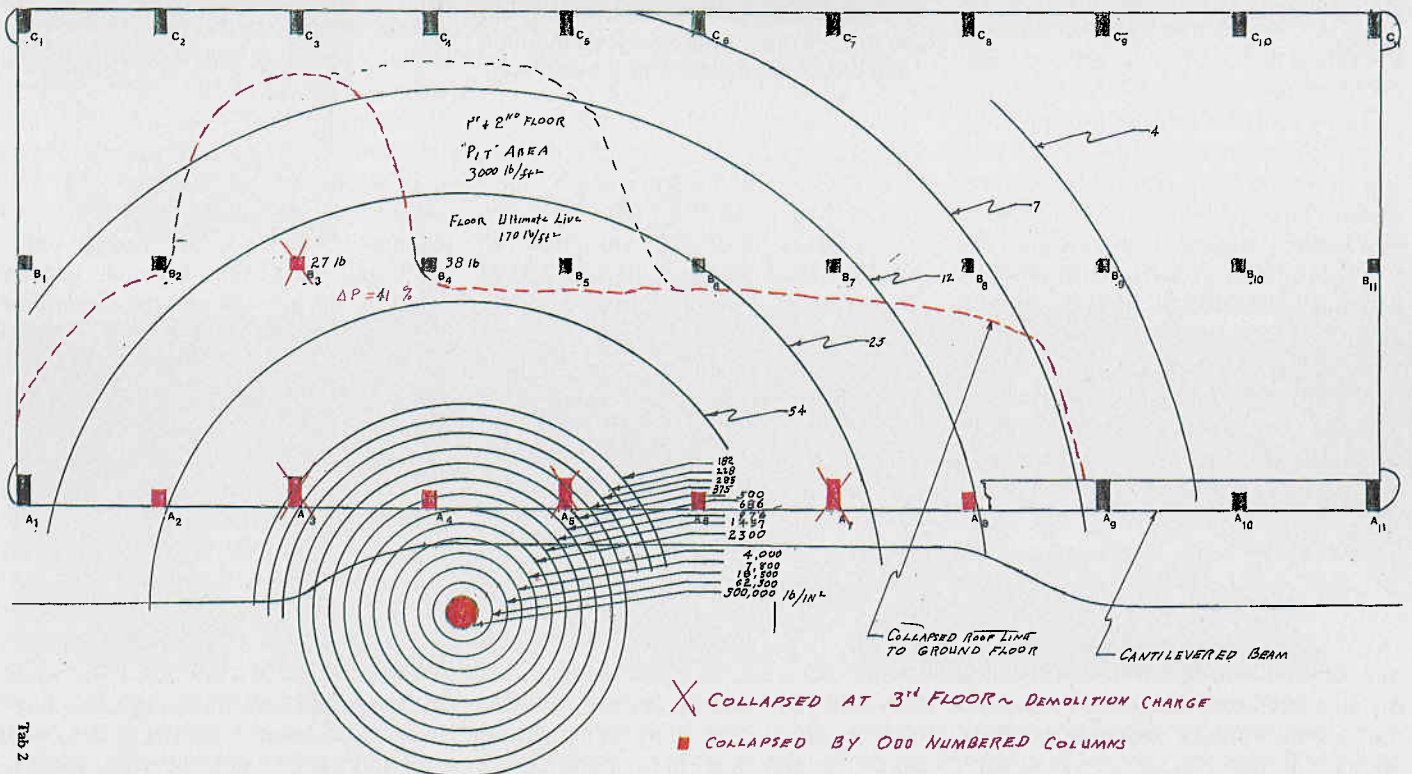


Jim ArgosSABA



AP/Wide World

Aerial view of bombed-out Alfred P. Murrah Federal Building (above) provides reference point for General Partin's "Tab 2" diagram of building damage (below). The concentric rings radiating out from the bomb show the roughly equal levels of damage potential and the rapid dissipation of the blast wave pressure as it moves out from the source.



of his analysis, combined with his professional stature and distinguished career, make the general's charges difficult to dismiss. General Partin's 31 years of active service in the Air Force include intensive research, design, testing, and management of weapons development at all levels and testing of all types of explosives. He commanded the Air Force Armament Technology Laboratory and was chairman of the joint services committee responsible for harmonization of air munitions requirements for the Army, Navy, Air Force, and Marine Corps. General Partin was a Command Pilot and Command Missileman. He is a recipient of the Distinguished Service Medal and was thrice awarded the Legion of Merit.

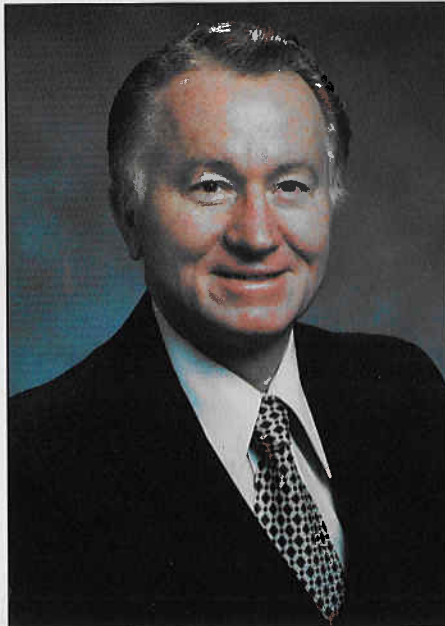
In a diagram he made of the Murrah Building to accompany his May 18th letter to Congress (included in our June 26th story) General Partin had shown the damage due to the collapse of the reinforced concrete columns. The diagram showed that in the first row of columns facing the street where the truck bomb was parked (row A), seven columns (A2, A3, A4, A5, A6, A7, A8) collapsed, while in row B only column B3 failed. Unlike rows B and C, where all eleven columns ran from the ground floor to the top of the building, in row A the bases of the even numbered columns stood on a heavy reinforced concrete header — or horizontal transfer beam — which was supported at the third floor by the much larger odd-numbered columns.

Reflecting the information publicly available at the time and the official story that the truck bomb had been responsible for the building collapse, General Partin's original diagram placed the truck bomb in front of column A3, which allowed for the maximum penetration of the blast toward the failed B3 column and gave the greatest possible benefit of the doubt to the official scenario. Even so, the official scenario faced daunting inconsistencies and contradictions. "The total incompatibility with a single truck bomb," he wrote, "lies in the fact that either some of the columns collapsed that should not have collapsed or some of the columns are still standing that should have collapsed and did not." Indeed, it defies not only physics but common sense to suggest that a bomb blast would cause larger, stronger columns to collapse while not

affecting smaller columns, or that it would leave standing columns that are closer and take out identical columns that are farther away.

Do You Believe in Magic?

Additional information now makes the general's already compelling case against the official explosion scenario even more convincing. "The truck bomb was not in front of column A3 as I had originally shown in my diagram," Partin has told *THE NEW AMERICAN*, "but instead, as the crater shows, about 15 feet out from columns A4 and A5 [see



General Partin's intensive investigation has uncovered compelling evidence.

"Tab 2," page 5]. This means that the damage was even *more* asymmetrical, *more* at odds with the truck bomb explanation than I had originally stated. It means that column B4, which *did not* come down, would have received about 40 percent more impulse from the truck bomb's blast than B3, which *did* come down. If *any* columns were going to come down in the B row it would have been columns B4 and B5. *You don't have to go any further than that to know that you had a demolition charge on column B3 — unless you believe in magic.*"

But "magic" aplenty there was — if the reigning scenarists are to be believed. "If you look at those B row columns," says Partin, "you can see that they still have furring strips and sheetrock on them [see "Tab 4," page 7]. Down on the first and second floors

some of the sheetrock and furring strips have been knocked off by the blast, but you see absolutely no spalling to those columns. You can see they were not even chipped or scratched. Now, you can't have the blast reaching clear in to column B3 and bringing down that heavy reinforced column and at the same time not even blowing off the light sheetrock covering from the adjacent B4 column. To suggest otherwise is ludicrous."

Moreover, he observes, if the blast from the truck bomb were responsible for collapsing the support columns, one would expect the columns and header to be blown inward. But that is not the case. "The header and the A row columns went straight down; they were not blown into the building," says Partin. "Column B3 also went straight down. This is consistent with demolition charges." Indeed, we saw the same kind of straight-down collapse when the building was imploded on May 23rd.

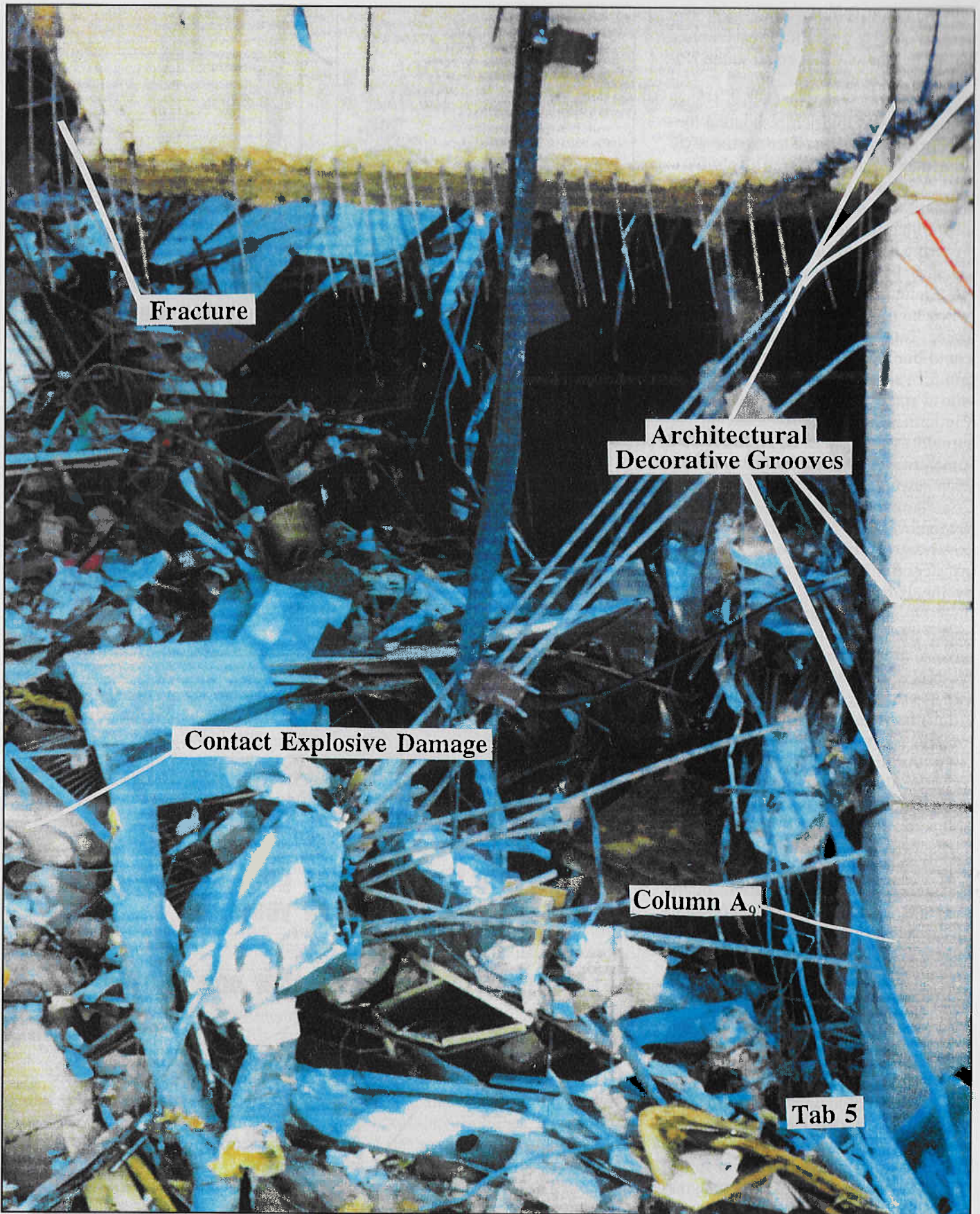
According to General Partin, very little of the structural damage sustained on April 19th was actually caused by the truck bomb. He re-emphasizes a crucial point that he has stressed many times before and that he believes most people fail to grasp: Blast through air is a terribly inefficient coupling mechanism against heavy reinforced concrete beams and columns; blast impulse — and its potential for damage — drops dramatically when traveling through air, initially falling off more rapidly than an inverse function of the distance cubed. Even though the Oklahoma City truck bomb made an enormous impulse wave, it is wrong, he says, to be overly impressed and to attribute a force to that explosion which it clearly did not have.

"Using the official estimate usually cited for the amount of explosive in the truck bomb — 4,800 pounds — would yield a sphere of ammonium nitrate about 4½ feet in diameter with a pressure of explosion of about ½ million pounds per square inch at detonation — and that's being generous," says the general. "But by the time the blast wave travels through the air to the nearest of the columns in the A row (A5) it dropped off to about 375 pounds of pressure per square inch, and by the time it reaches the nearest B row columns it's down in the range of 27 to 38 [pounds per square inch]. And out at column A7 it's down around 25 to 35 pounds per square inch.

(continued on page 21)



The partially cleaned up structure in "Tab 4" of Partin report shows that the failure line across the roof goes all the way to the ground except around columns B4 and B5, where large areas of the 2nd and 3rd floors (labeled "The Pit" here and in "Tab 2" diagram) were taken out by the truck blast. Most of the sheetrock on column B4 is still intact, although B3 failed.



In top left corner of "Tab 5" photo, the jagged fracture of the cantilevered header beam is clearly visible, as are undamaged decorative grooves on header and column A9. The beam's jagged fracture seen here contrasts sharply with the relatively smooth failure apparently caused by demolition charge at A7 (see "Tab 8," page 26).

(continued from page 6)

The yield strength of concrete is around 3,500 pounds per square inch, and yet we're supposed to believe that this large, reinforced concrete column is going to be brought down by 25 to 35 pounds of pressure? It's absurd."

Added Evidence

However, as persuasive as this evidence may be, there is still much more. General Partin points out that in most photos of the Murrah Building one can plainly see column A9 still standing with the header beam broken off before A8, leaving a cantilever of almost 20 feet. The collapse of column A7 left a cantilever of 40 feet (20 feet from A7 to A8, plus 20 feet from A8 to A9); when the floors above came down they snapped off the cantilever near A8 between A8 and A9. The end of the cantilevered concrete header is rough and jagged, consonant with breakage due to the downward force of the tons of falling debris (see "Tab 5," page 20). The photographic evidence, however, shows (see "Tab 8," page 26) that at the juncture of the fallen beams near column A7 there is a failure that is smooth and rounded, what Partin says is unmistakably the work of "a high-energy explosive in contact with that structural member."

The photos show that the thick concrete header beam (about 3 feet by 5 feet) came down in three 40-foot sections, with the same kind of failures at its junction with A3, A5, A7, and, as previously mentioned, a fourth section of some 20 feet that broke off near A8. Anyone familiar with explosive effects on concrete, says Partin, "would see immediately that these were failures caused by contact explosive charges" and not structural fractures due to the shock wave from the truck bomb. If the shock wave from the truck blast had been strong enough to collapse the columns — and, as we have seen, it was not — the fractures would be jagged, like the end of the cantilevered header. But they are not. General Partin explains: "When a high-energy explosive charge is detonated in contact with a reinforced concrete structure, the wave of deformation travels through the concrete, pulverizing it and turning it to sand, stripping it away from the steel reinforcement bars. That's what we see here in each of these cases, at the junctures of the header and columns A3, A5, and A7, and at B3. The failures are relatively clean and

smooth, obviously produced by explosives in contact with the junctures."

At each of the junctures the concrete has been turned to sand — extending along the header about two feet on either side of the juncture, and a foot to a foot-and-a-half below the juncture on the columns. The steel reinforced rods stick out exposed for about three feet (see "Tab 6," "Tab 7," and "Tab 8").

Inside Access

In his May 18th letter to Congress and in his earlier interview with *THE NEW AMERICAN* General Partin pointed out that it would not have been difficult to place explosive charges at the bases of the columns in row A since that row is accessible from the street. However, as we have seen, the charges were not placed at the column bases, but at the juncture of the odd-numbered A columns and the header. This means they were not placed at the street level — which could have been done from the outside — but on the third floor. Which means the bomber(s) had to have access to the inside of the building.

This, of course, casts a whole new light on the bombing. And a very disturbing and sinister light at that, since it implies an "inside job," and makes it very difficult to pin the blame solely on the individual, or individuals, who positioned the truck bomb. It virtually necessitates the involvement of individuals who had normal access to the building. "You just don't walk in off the street through security with explosives like this," says Partin.

This doesn't mean, ipso facto, as some overzealous critics have charged, that the FBI, ATF, DEA, Janet Reno, Bill Clinton, Louis Freeh or any other similarly high officials planned and perpetrated this atrocity. Such conclusions reach beyond the scope of the evidence available at this time. However, it is no more of a reach than we have witnessed in the pathetic attempts by portside politicians, editorialists, and reporters to confect a gigantic "right-wing" conspiracy to blame for the nefarious act.

The tendency by some on the right to lean on the trigger before clearing leather is more than matched by the penchant of those on the left reflexively to reject out of hand any and all evidence — no matter how solid — which conflicts with the official line that a single truck bomb planted by vicious

right-wing extremists was responsible for the devastating explosion. Unfortunately, Clintonistas are not the only ones afflicted with this bias; "respectable" Republicans and "acceptable" conservatives also have been preconditioned to spout the line and to dismiss as dangerous and wacky any evidence pointing toward explosives inside the building or the possible involvement of government agents in the deadly blast.

However, Partin cannot be written off as a militia misfit or a UFO nut case, and the evidence he marshals stands on its own strength. Furthermore, other credible authorities endorse his thesis.

Corroborating Opinions

Among the explosives experts interviewed by *THE NEW AMERICAN* who subscribe to General Partin's analysis are professional civilian demolitionists, scientists, and bomb specialists who currently serve, or previously served, in military and police units.

Sam Gronning, a licensed, professional blaster in Casper, Wyoming with 30 years experience in explosives, told us the Partin letter "states in very precise technical terms what everyone in this business knows: No truck bomb of ANFO [ammonium nitrate fuel oil] out in the open is going to cause the kind of damage we had there" in Oklahoma City. "In 30 years of blasting, using everything from 100 percent nitro to ANFO, I've not seen anything to support that story."

Gronning notes that he recently detonated an ANFO charge more than three times the size of the one reportedly responsible for the Oklahoma destruction. "I set off 16,000 pounds of ANFO and was standing upright just 1,000 feet away from the blast," and even a bomb that size would not have caused the destruction experienced in the April 19th explosion, he said.

Dr. Rodger Raubach, who took his PhD in physical chemistry and served on the research faculty at Stanford University, says, "General Partin's assessment is absolutely correct. I don't care if they pulled up a semi-trailer truck with 20 tons of ammonium nitrate; it wouldn't do the damage we saw there."

Raubach, who is the technical director of a chemical company, explained to *THE NEW AMERICAN* that "the detonation velocity of the shock wave from an ANFO explosion is on the order of

3,500 meters per second. In comparison, military explosives generally have detonation velocities that hit 7,000 to 8,000-plus meters per second. Things like TNT have a detonation velocity of about 7,100 meters per second. The most energetic single-component explosive of this type, C-4 or RDX, is about 8,000 meters per second and above. You don't start doing big-time damage to heavy structures until you get into those ranges, which is why the military uses those explosives."

Dramatic Drop-Off

Several qualified experts we interviewed, however, took issue with the general's assessment. Jim Redyke, a demolition expert from Tulsa, Oklahoma, has imploded hundreds of buildings and was a consultant at the Oklahoma City bomb site. Redyke told *THE NEW AMERICAN* that "this was consistent with the kind of damage [one would expect] from this size of bomb."

An Army Special Forces officer with explosives experience seconded this

opinion, mentioning that nearly identical damage was done in the two 1983 Lebanon incidents, in which truck bombs were used to collapse the U.S. Marine barracks and the U.S. embassy.

Responding to these critiques, General Partin observed that it is not surprising that even many people with a professional knowledge of explosives might be unduly impressed with the size and explosive wallop of the bomb and fail to reckon with the fundamental laws of physics. "Yes, this was a big bomb with

Conflicting "Earwitness" Accounts

One of the initial objections to any double explosion or multiple explosion scenario for the Murrah Building bombing centered on the logical observation that any significant explosions subsequent to the truck bomb detonation — especially if delayed by several seconds, as some were inferring from seismic records — would certainly have been heard by many thousands of witnesses. Most news accounts that dealt with this issue cited a complete absence of any such "earwitnesses" as proof that reports of additional explosions were completely unfounded.

THE NEW AMERICAN found that the facts of the matter were at odds with the conventional media accounts. Before leaving for Oklahoma we had already encountered a number of apparently reliable earwitnesses who reported hearing more than one explosion; conducting "man on the street" interviews in the Oklahoma City area, we found still more earwitnesses who heard double or multiple events. The conflicting variety of earwitness accounts is not entirely surprising, considering the uniqueness and traumatic magnitude of the event. Even with more "ordinary" traumatic occurrences — car accidents, homicides, robberies, etc. — eyewitness accounts of the same incident are notorious for widely divergent and sometimes opposite descriptions.

Many of the people we interviewed preferred not to be identified. Some were within a block of the blast, while others were several miles away. Those we talked with who were closest to the blast provided some of the most confusing and contradictory testimony. This is understandable when one takes into consideration that the sensory stimuli overload caused by the explosion was very disorienting. Many people who worked within a few blocks of the federal building were knocked from their chairs or from their feet, or had ceilings, walls, furniture, and broken windows crashing into them. Some could not even recall hearing a specific sound, but were simply overwhelmed by the "impression" of a massive explosive event.

One young man who works as a parking garage attendant one block north of the federal building told *THE NEW AMERICAN* that he was test driving a new pickup truck in the street in front of the parking structure when the bomb went off. "It seemed like one, big, long explosion," he said, "but I can't say for sure. My ears were ringing and glass and rocks and concrete were falling all over and around me."

A manager of a loan company on Hudson Avenue two blocks west of the Murrah Building told us he was fairly sure he heard only one blast. It blew out his office's plate glass windows just

a few feet from his desk and knocked down the false ceiling, but no one was injured. Two secretaries who were at the office at the time of the explosion also recalled hearing only one blast. At the corporate offices of a department store two blocks northeast of the federal building, the receptionist on the ground floor was thrown out of her chair and against the wall by the force of the blast. She could not recall actually hearing the explosion, but had more the impression of feeling it.

One reliable witness we interviewed who heard more than one explosion is Lieutenant Colonel George Wallace, a retired Air Force fighter pilot with 26 years experience in the service (1952-78). On the morning of the explosion, Colonel Wallace was at his home nine miles northwest of the federal building. It sounded to him like "a sustained, loud, long rumble, like several explosions." "I was pouring a cup of coffee and saw it jiggle and shake and immediately ran outside" to see what might have caused it, he recounted to *THE NEW AMERICAN*. To this combat pilot who has had much experience with explosives, it sounded very much like the familiar sound of a succession of bombs being dropped in the distance by B-52s. It was a sound he had heard often in Vietnam and one he didn't think he would be likely to misread.

Another earwitness who is "positive" that he heard two explosions was in his car five blocks north of the federal building. It sounded to him, he said, like two distinct blasts several seconds apart.

According to explosives experts we consulted, it is not unusual to have such divergent sound reports. John Donovan, a former Army EOD specialist and now one of the largest commercial users of plastic explosives, noted that "many variables — cloud cover, terrain, surrounding buildings, direction of the blast — greatly affect blast noise. Because of this, the same explosion may be heard for two miles in one direction and twenty miles in the opposite direction."

There are other factors as well that may account for the conflicting testimony. General Benton Partin observes, for instance, that if a second bomb or series of bombs were detonated inside the Murrah Building, and if smaller charges were used (which would certainly be the case), the sound waves from the later event(s) would be much smaller than the original truck blast and greatly muffled by the collapsing building and debris above it. In the confusion and trauma of the moment they might not be discerned by many people as separate events. ■

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The stub of column B3, which was completely removed in "Tab 4," is visible here in "Tab 6." Close examination shows bare re-bar at top of stub, corresponding to 3rd floor level. Smooth failure and bare re-bar also visible at header end to the right of column A3 indicates demolition charge damage.

a big blast," agreed General Partin. "But most people fail to appreciate how inefficient a blast is in air and how dramatically its destructive potential drops off just a few feet from the explosion. In the Lebanon barracks bombing, the truck was driven directly under the building so that the explosion had maximum effectiveness against a much lower building with much smaller columns."

Demolitionists, Partin pointed out, rarely deal with the size of explosive charge used in the Oklahoma City truck

bomb. "They use a couple hundred pounds of explosive that may be distributed among dozens — or hundreds — of small charges detonating microseconds or milliseconds apart." Those charges placed directly on, or in, a structure, "propagate a wave of deformation of nearly a million pounds per square inch that pulverizes concrete, which has a yield strength of only about 3,500 pounds per square inch." But if you put just a few feet of air between the explosive and the target, the blast

wave quickly drops from nearly a million pounds per square inch to hundreds of pounds per square inch. It still makes an impressive boom, but has very little effect on heavy reinforced concrete.

It was this fact of physics which occupied much of Partin's attention in weapons development for the U.S. Armed Forces and made him an untiring crusader for the development and deployment of precision-guided munitions. General Partin cites accounts of the many laboratory and field tests he ran using

An Expert's Analysis of the Evidence

The following is excerpted from General Benton K. Partin's report, Bomb Damage Analysis of Alfred P. Murrah Federal Building, Oklahoma City, Oklahoma:

On April 19, 1995, the Alfred P. Murrah Federal Building, Oklahoma City, Oklahoma was bombed, causing extensive damage to the structure, the loss of 168 innocent people's lives, the victimization of the families of those who lost loved ones, hundreds of non-fatal injuries, and substantial property damage in the vicinity....

To understand what caused the damage to the Murrah Building, one needs to understand some basics about the use and nature of explosives.

First, blast through air is a very inefficient energy coupling mechanism against heavily reinforced concrete beams and columns.

Second, blast damage potential initially falls off more rapidly than an inverse function of the distance cubed. That is why in conventional weapons development, one seeks accuracy over yield for hard targets. That is why in the World Trade Center bombing (where the only source of blast damage was a truck bomb) the column in the middle of the bombed-out cavity was relatively untouched, although reinforced concrete floors were completely stripped away for several floors above and below the point of the bomb's detonation (See *Time* magazine, 3-8-93, page 35).

By contrast, heavily reinforced concrete beams can be destroyed effectively through detonation of explosives in contact with the reinforced concrete beams. For example, the entire building remains in Oklahoma City were collapsed with 100-plus relatively small charges inserted into drilled holes in the columns. The total weight of all charges was on the order of 200 pounds.

The detonation wave pressure (500,000 to 700,000 pounds per square inch) from a contact explosive sweeps into the column as a wave of compressive deformation. Since the pressure in the wave of deformation far exceeds the yield strength of the concrete (about 3,500 pounds per square inch) by a factor of approximately 200, the concrete is turned into granular sand and dust until the wave dissipates to below the yield strength of the concrete. This leaves a relatively smooth but granular surface, with protruding, bare reinforcement rods — a distinctive signature of contact explosives. The effect of the contact explosive on the reinforcement rods (which are inertially confined and only see a wave of plastic deformation) can only be seen under

microscopic metallurgical examination.

When a reinforced concrete structure is damaged through air shock coupling and the pressure is below the compressive yield strength of the concrete, the failure mode is generally compressive structural fracture on one side and tensile fracture on the other — both characterized by cracks and rough fracture surfaces. Such a surface texture is very different from the smooth granular surface resulting from contact explosives....

A careful examination of photos showing the "A" row columns and the large header from the third floor reveals absolutely no air blast shock wave fracture, which is consistent with the pressure fall-off with distance from the truck bomb. The cleaned-up building structure (Tab 4) shows that the failure line across the roof goes all the way to the ground except around columns B4 and B5 at the second and third floor levels.

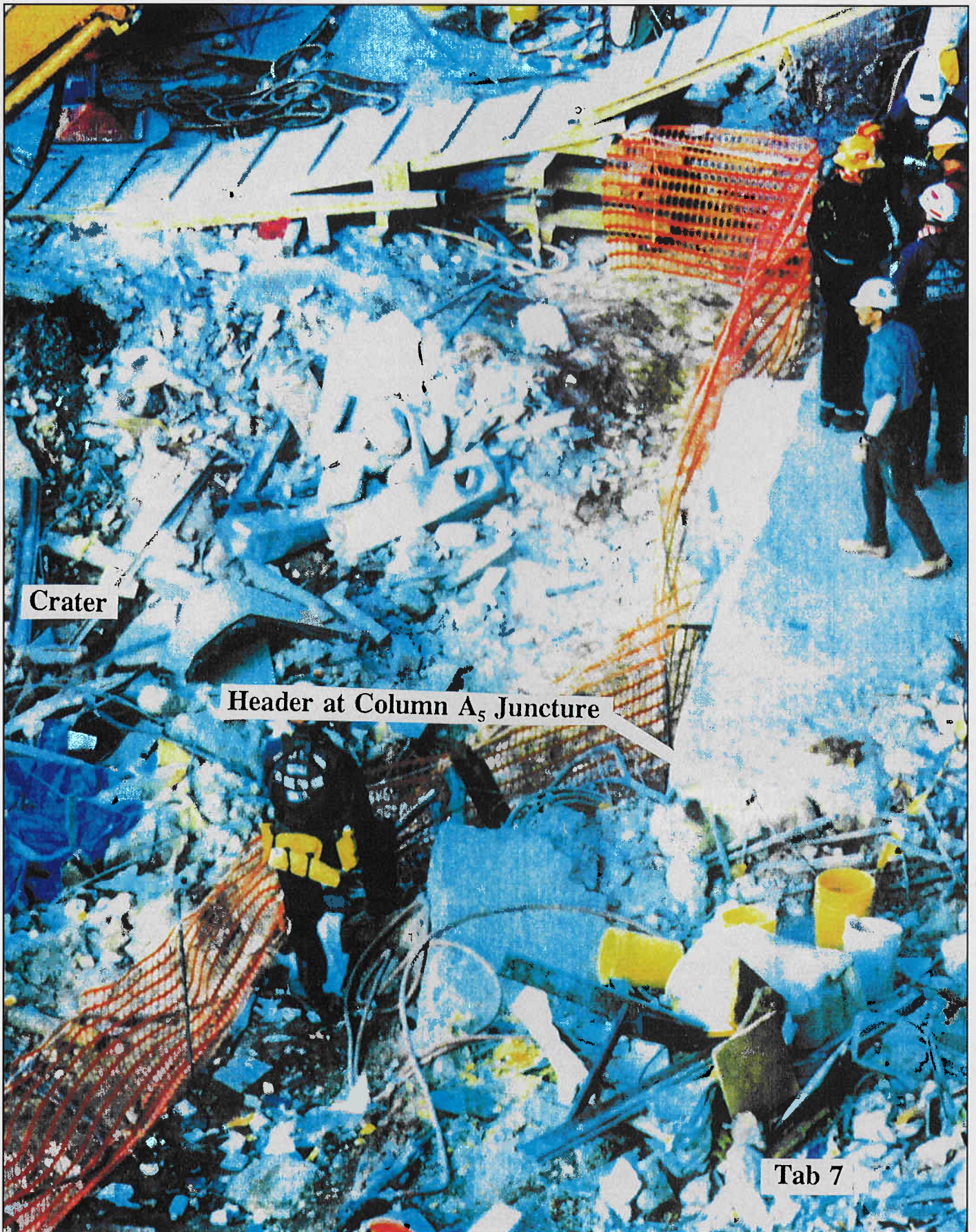
Reinforcement rods stripped out of beams and floors extend straight down on all floors.... When columns A2 through A8 collapsed straight down, the roof and floor fracture lines at all floors acted as an instant hinge line, which would have given all floors collapsing down a slight tug toward column row B.

The so-called "pit" area behind columns B4 and B5 was caused by the blast from the truck bomb pushing out the ceilings of the first and second floors. From the third floor it would look like a "pit" into which much debris fell. The blast pressure in this area would have been on the order of 2,000 to 4,000 pounds per square foot, or about 20 times the ultimate yield design strength of the floor. There were large areas at this pressure being held only by the floor-thick, reinforced concrete around the 20-inch reinforced concrete columns in the B row. The blast wave at the first floor level would have slightly led the blast wave at the second floor level. Thus, the ceilings of the first and second floors were blown upward and then collapsed on the floor of the first floor. The floor of the first floor could not be blown downward, because it was a heavy concrete slab on compacted earth. The ceilings of the first and second floors near the truck between the A and B column rows would also have been blown upward initially....

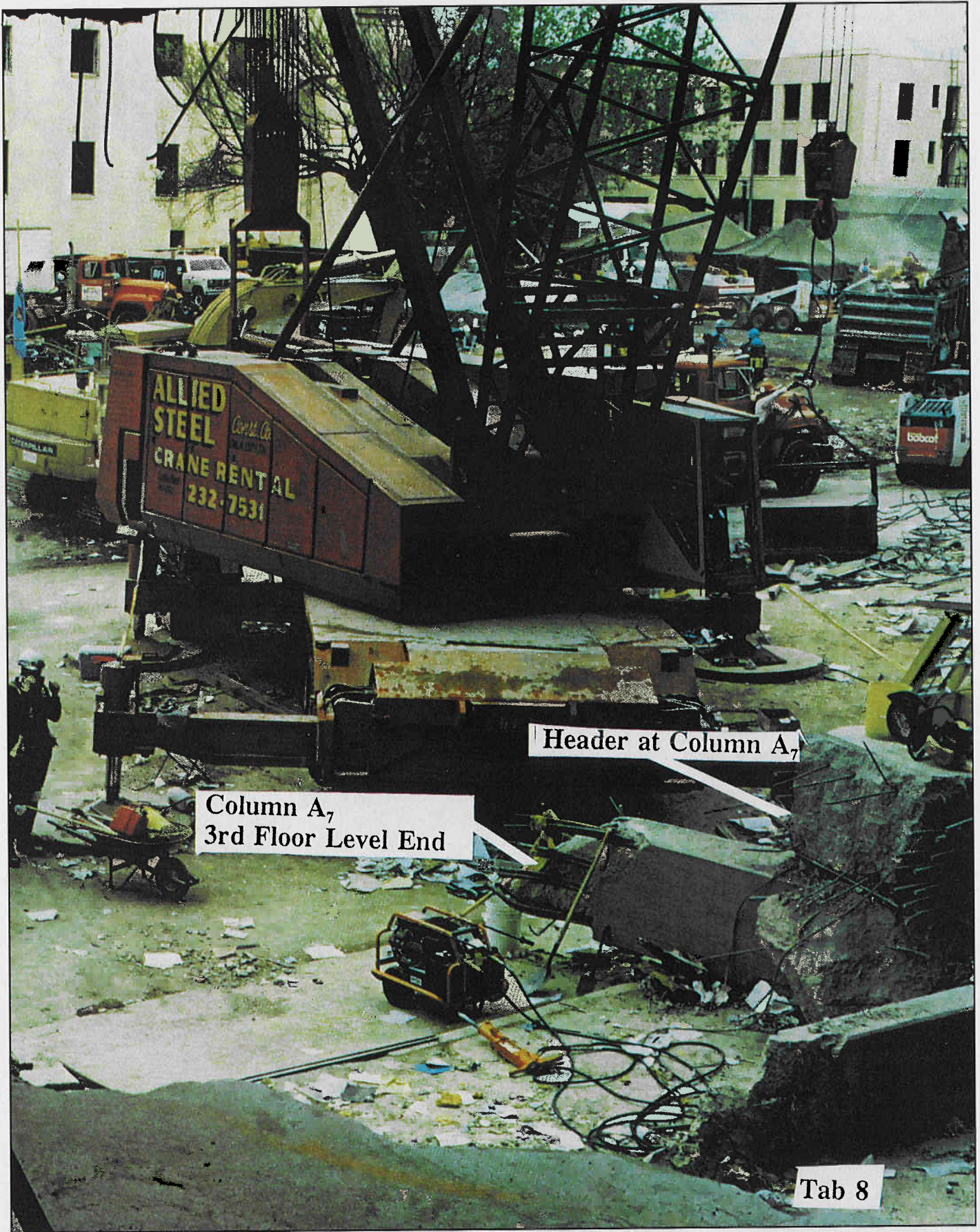
Discussions above have been limited to the reinforced concrete structure of the Murrah Building. Reinforced concrete columns are hard targets for high-explosive bombs. Structures that have large areas for blast loading and low mass can be destroyed at considerable range from a large blast. That is why glass, plaster, and light structures were destroyed at considerable distance from the Murrah Building, but not reinforced concrete columns. Five pounds of blast pressure will flatten most frame houses. ■

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"Tab 7" shows the localized damage to the header at column A5, the closest ground column to the truck bomb crater. The end of the beam on which the men are standing shows evidence of a demolition charge at its juncture with column A5. Several feet of the beam juncture appear to have been pulverized away and the ends jammed together in the collapse.



"Tab 8" shows the localized demolition damage at the juncture of column A7 and the header. The same telltale demolition charge evidence is clear. The straight edge of the decorative groove at the juncture can be seen on both the column and the header.

large-yield bombs on numerous structures and targets. That experience, he says, together with all the known history of modern warfare shows that bombs can detonate close to a hard structure without causing severe destruction.

One argument offered by a nationally prominent demolition expert we interviewed who disagreed with the multiple explosion thesis turned out to provide not only an interesting insight into human psychology, but a strong (though unintended) affirmation, of sorts, for the general's position. "But if there were [explosive] charges planted inside the building, that would indicate complicity by [agents of] the government," he commented, "and I just can't believe that." THE NEW AMERICAN received a similar remark from another explosives specialist, indicating that when it comes to confronting unpleasant realities, even some who are accustomed to dealing with "just the facts" may allow emotions to lead.

Compounding Evidence

An inside bombing is consistent not only with the aforementioned evidence and explosives experience, but with other facts in the case as well. "You probably recall seeing the broadcast [on April 19th] in which a reporter from Channel 4 television in Oklahoma City is interviewing an official after the blast who is explaining that a bomb squad has just defused one undetonated bomb and is in the process of disarming another," says General Partin. Yes, we do recall, as do millions of others, no doubt. And we have it on videotape. Subsequent "official" statements explained that what had actually been discovered turned out to be ATF "training aids." To General Partin, such explanations are cut from the same deceptive cloth as the official scenarios which are being used to obfuscate and contradict the plain facts of this horrendous crime. The "dummy bomb" reports, he says, "impute either the highest stupidity to the bomb technicians — since training aids are *always* clearly labeled as such — or gross, gross incompetence on the part of the ATF for not marking the devices as 'training aids' in the first place."

Yet another significant piece of evidence against the "single truck bomb" theory is the structural integrity of the remainder of the building after the explosion. A single bomb blast large enough to cause the destruction we saw there

would also cause considerable structural damage to the rest of the building. That, however, was not the case. Architects and structural engineers involved with the building told THE NEW AMERICAN that emotional and political factors, not technical and safety factors, guided the decision to demolish the building.

Architect Ed Kirkpatrick arrived at the Murrah Building shortly after the April 19th explosion and was one of the main structural safety consultants in the early phases of the rescue effort. Most of the building was, in his opinion, structurally sound and worth restoring. "I thought they were much too hasty in bringing it down," he told THE NEW AMERICAN. Jim Loftis, the architect who designed the award-winning building, also agreed that the structure was sound and could be restored. "I think technologically we could have removed the damaged part of the building and rebuilt it, and I was for that," he said in an interview with THE NEW AMERICAN. "But I've come to see that emotionally it might not have worked; it might be too difficult for the employees to work again at the same building."

The structural integrity of the Murrah Building after the blast buttresses the evidence that explosives other than the truck bomb were involved in this crime. It is consistent with the use of demolition charges which produce very precise, localized damage. It also points to the conclusion that the decision to destroy the building was based on political considerations, not on professional, technical expertise. Demolition of the building was not essential to "public safety," as the politicians alleged.

Demolition, especially a very hurried demolition, *was* essential though to bury the evidence. General Partin visited the BFI Waste Systems landfill outside Oklahoma City recently where the Murrah Building rubble was taken. He had originally thought that the materials would have been laid out for investigation, as one would expect in a case of this importance, involving such great loss of life and such serious national security implications. Far from it. Although much of the debris was initially deposited on the parking lot and the grounds of the Oklahoma County Sheriff's Department Training Center for examination, it is now buried. The landfill is surrounded by a chain link fence and, when the general visited the site, was

guarded by security personnel. "This," says General Partin, "is a classic cover-up of immense proportions."

Considering the enormity of the crime committed, the rancorous political debate and furious legislative activity it has produced, and the extensive media coverage that has been lavished on some of the most trivial minutiae of this case, the near-total blackout of General Partin's highly credible analysis is nothing short of amazing. The same media jackals who, in the wake of Oklahoma City, have swarmed all over rural American communities in desperate search of right-wing bogeymen to fit their perfervid preconceptions, cannot be bothered by common sense, facts, and solid evidence.

It may be that the general's assessment will be proven to be way off; perhaps other equally qualified experts will be found to adequately answer the critical objections he raises. If that is the case, so be it. So far, however, the prostitute press and pusillanimous politicians have sought to stifle his persuasive arguments with stonewalled silence. And, ignoring his compelling evidence, they continue cynically to exploit the fears they have fanned since the Oklahoma bombing to push so-called "anti-terrorist" legislation that seriously threatens the liberty of all Americans.

Yes, "cover-up" and "burying the evidence" have taken on new meaning since Oklahoma City. And for all the righteous blather about "bringing to justice" those responsible for this heinous act, so far there appears to be no one in Congress, the government, or the major media with the courage, integrity, and resolve to take the risks involved in assuring that true justice is not trampled and that the real criminals do not get away — literally — with murder. ■

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Seismic Support

On June 1st, the U.S. Geological Survey issued a press release entitled "Seismic Records Support One-Blast Theory in Oklahoma City Bombing." The release began with the following text:

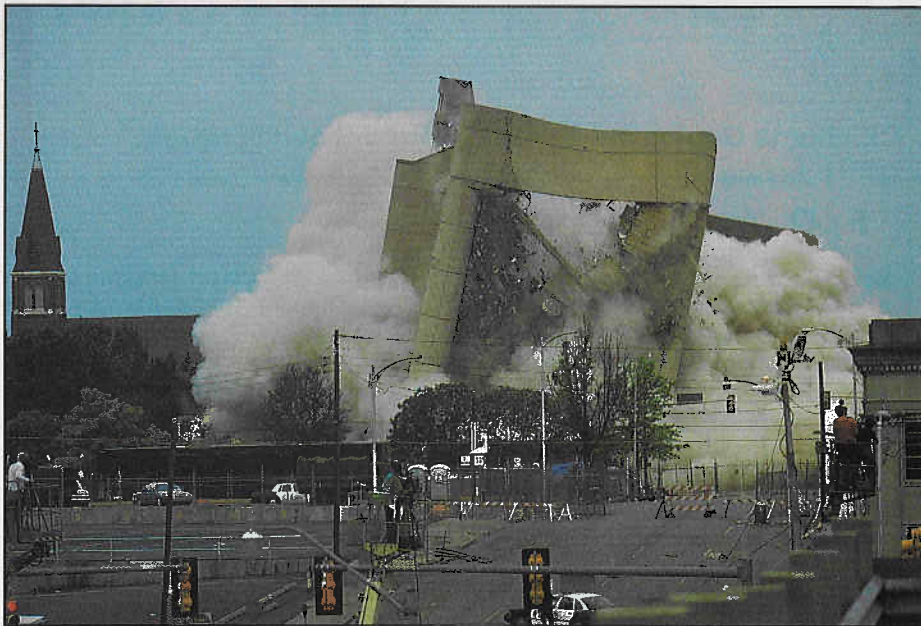
The bomb that destroyed the Alfred P. Murrah Building in Oklahoma City produced a train of conventional seismic waves, according to interpretations by scientists with the U.S. Geological Survey and the Oklahoma Geological Survey (OGS).

Scientists from those agencies said the seismic recordings of the May 23 demolition of the building reproduced the character of the original, April 19 seismic recording by producing two trains of seismic waves that were recorded on seismometers near Norman, Okla.

"Seismic recordings from the building's implosion indicate that there was only one bomb explosion on April 19," said Dr. Thomas Holzer, a USGS geologist in Menlo Park, Calif. Holzer is one of several USGS and OGS scientists who analyzed the shock waves created by the April 19 explosion and the May 23rd implosion.

Much of the press rushed to print the story under headlines like "Single Bomb Destroyed Building" and "Seismic Records Shake Murrah Multiple Bomb Theory." Many newspapers and broadcast news programs relied on a June 2nd Associated Press article which reported that seismograms from the April 19th explosion had been "seized on by conspiracy theorists as proof that more than one bomb destroyed the building."

"The multiple bomb theory was discussed on talk radio, at militia meetings and Internet clusters," said the AP story. "Plots ranging from involvement by the federal government, the Japanese and the United Nations were advanced. Now, results of a study by the U.S. Geological Survey and the Oklahoma Geological Survey have produced a simpler, scientific answer."



Implosion of Murrah Building: Additional data supports multi-bomb theory.

The AP account included portions of an interview with the USGS geologist Thomas Holzer, who explained that what had appeared to be two separate waves on seismograms from two separate explosions on April 19th were actually different waves from the same explosion traveling at different velocities in different layers of the earth's crust. The "illusion" of a double explosion was enhanced, he said, by the energy waves caused by the collapse of the building. According to the AP article, Holzer "said he is aware the explanation might not satisfy those who want to believe in a larger conspiracy."

Taking a Closer Look

Well, that settles the matter, right? Science has spoken, and only militia misfits, talk-radio retrogrades and Internet nuts will continue to cling to their crazy conspiracy conjectures. Correct? So it would seem, if one were to take these reports at face value. However, a modicum of investigative effort quickly exposes how utterly valueless is face value in this case. No superhuman sleuthing, mind you, just a jot of journalistic elbow grease and a smidgen of curiosity — both of which seem to be in deplorably short supply today amongst the paladins of the fourth estate.

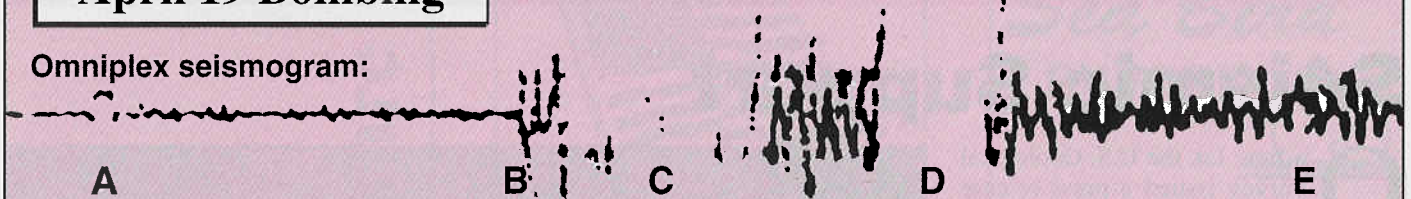
Take the USGS press release, for instance, which implies that the scientists at the Oklahoma Geological Survey and the USGS are all in complete accord on this matter. It quotes the OGS director, Dr. Charles Mankin, in such a way as to make it appear that he fully supports the position espoused in the press release and reports that "he is pleased with the work performed by Dr. Holzer and his USGS colleagues in the analysis of the seismic records."

Hmmm. Easy enough to verify. We called Dr. Mankin at the University of Oklahoma's Energy Center in Norman, Oklahoma. Interesting, very interesting. And quite a different story. "Well, in talking with Dr. Holzer about that issue, I had urged him to delay that press release," said Dr. Mankin. "What they have proposed is a plausible interpretation, but there is a difference between a plausible interpretation and being able to support that interpretation with data, and you'll notice that at the end of that press release I note that development of a velocity model for this region is critical to the resolution of their hypothesis."

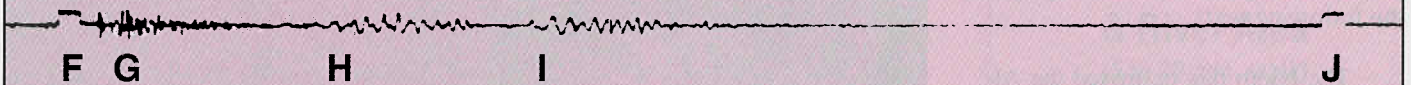
Dr. Mankin explained what that means in layman's terms: "What they're saying essentially is that you've got energy from one source and it travels through two different media, two different lay-

April 19 Bombing

Omniplex seismogram:



Oklahoma Geological Survey (Norman) seismogram:



Seismograms of Oklahoma bombing may indicate two blasts (slightly enhanced for illustration). Omniplex seismogram: A) minute marker; B) onset of first event; C) blank spot caused by strength of signal causing seismometer pen to move too fast to register. C is composed of two five-second segments, thought to represent two explosions; D) airwave from events in C causes repeat of hyper pen action; E) minute marker. OGS seismogram: F) minute marker; G) traffic noise; H) onset of first event (explosion); I) onset of second event; J) minute marker.

ers of rock, at different speeds. Imagine you've got an interstate highway and a county road next to each other and two identical cars leaving at the same time from the same location headed for the same destination. But the car on the interstate can go 70 miles per hour while the one on the county road can only do 50. Obviously they are going to arrive at different times. That's their theory and it's supported by fact; we know that different layers of rock conduct energy at different rates of speed. Shale will conduct differently than limestone, for instance. The problem, though, is identifying those different velocity layers, which is what we are in the process of doing."

Dr. Mankin explained that this is done primarily by examining the "sonic logs" recorded by industry in drilling for wells. His OGS scientists have been carefully examining "a ton" of such logs to identify the various rock layers in the region and to see if they can match the rate at which energy travels in different pairs of rock layers and find a very fast one and a very slow one that might account for the ten-second delay recorded on the seismometer at the OGS receiving station on April 19th.

"While the work is not finished," said the OGS director, "I will say candidly that we

are having trouble finding that velocity difference. We have not identified a pair of layers that could account for the ten-second difference. We have not ruled out their hypothesis, but it is just, as I said previously, a 'plausible hypothesis,' and that is how I had wanted the press release to come out."

Deceptive Interpretation

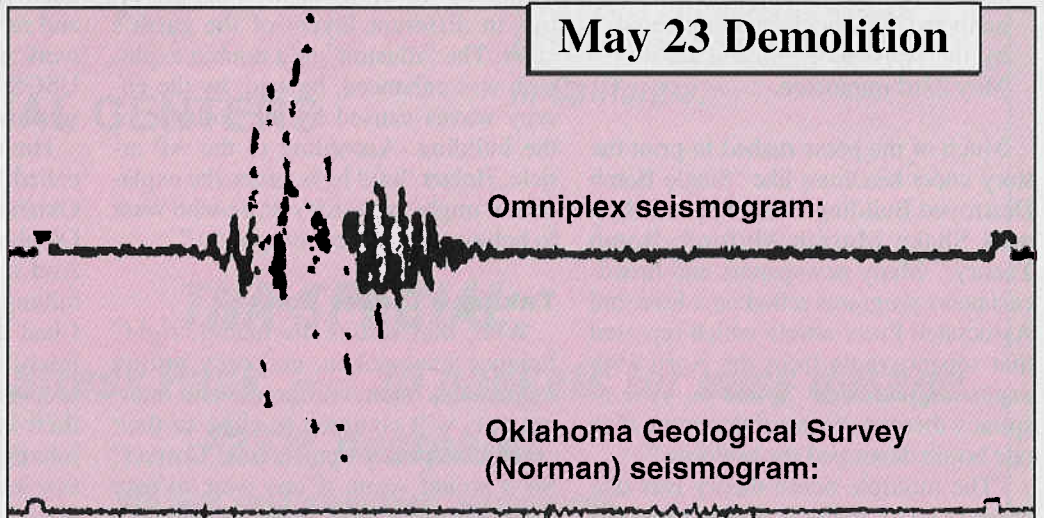
So, were the substance of the USGS press release and its title, "Seismic Records Support One-Blast Theory in Oklahoma City Bombing," inaccurate?

It would certainly seem so. Deceptive might be an even better description. Not that we are saying deception was the intent of the release, but that was the effect nonetheless. "Of course there is evidence to support [the USGS] position," says Dr. Mankin, but it does not come close to "proving" it. In fact, the weight of the evidence so far, he says, "still more easily fits a two-blast or multiple-blast model."

Dr. Holzer may disagree on that last point — and he does — but he was decidedly less emphatic when THE NEW

May 23 Demolition

Omniplex seismogram:



Oklahoma Geological Survey (Norman) seismogram:

At 7:00 a.m. on Tuesday, May 23, 1995, the remains of the Murrah Building were brought down with less than 150 pounds of explosives placed in 420 locations. The charges were detonated in five groups over a total period of about four seconds. This multiple explosion event produced seismic wave patterns on the Omniplex and Norman seismometers very similar to those recorded on April 19th.

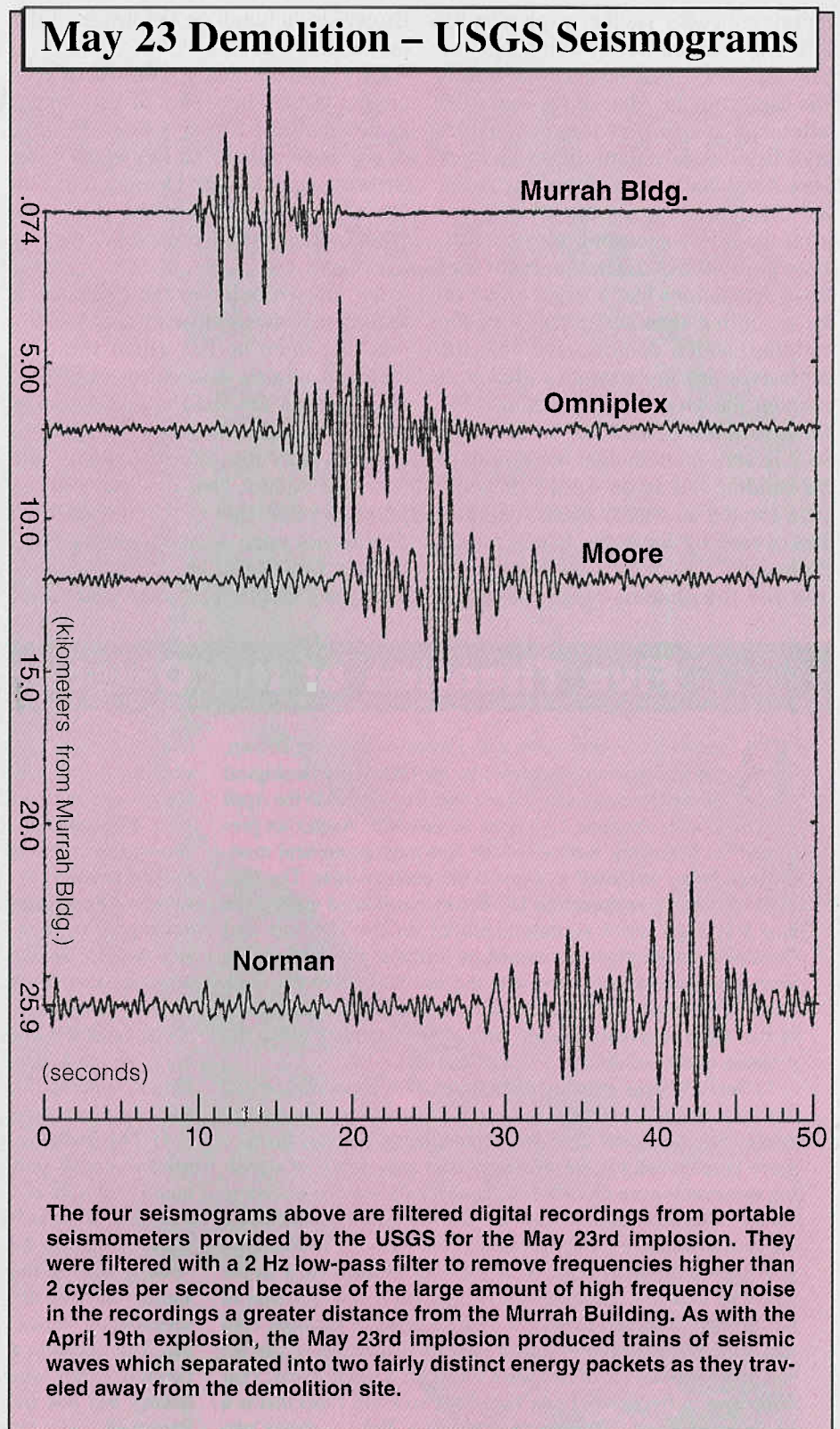
AMERICAN interviewed him by telephone than expected based upon the press release and quotes attributed to him in other publications. We asked if the seismic records could also support a multiple-blast theory. "Yes," he said. "I want to be clear," he continued, "that we are not saying that the evidence absolutely rules it [a double or multiple explosion] out. That's not what we're saying. But we think the data strongly favors the one bomb." Dr. Holzer is entitled to his opinion, naturally, but there is a major problem with releasing statements before the raw data has been released to other scientists and before there has been adequate peer review.

One of those scientists who has been deeply involved in analyzing the seismic data is Professor Raymon Brown, the senior geophysicist assigned by Dr. Mankin to lead the OGS investigation. In our May trip to Oklahoma City, we spent considerable time interviewing Dr. Brown and having him explain the various alternative explanations of the seismic records for the April 19th bombing. (See "Were There Two Explosions?" in the June 12th issue of THE NEW AMERICAN, and sidebar on page 16.)

Additional Data

When it was announced that the building would be imploded, Dr. Brown asked Dr. Holzer for help from the USGS in providing additional seismometers so that more data could be collected. The USGS provided four portable seismometers which Dr. Brown and a USGS seismologist placed to record the May 23rd demolition. One of the instruments was located about 300 feet from the bombed-out front of the building, and another located near the town of Moore, about 7.5 miles from the Federal Building. The other two were set beside the permanent instruments which recorded the original April 19th explosion at Norman and the Omniplex Science Museum locations. Thus, there were six seismometers recording data from the demolition.

Since the demolition, Dr. Brown has been engaged full-time in analyzing these data and comparing them with the April 19th records. "Thanks to the USGS instruments, especially at the Federal Building and the Omniplex, we have a very good record of the activity that helps to clear up many of the [April 19th] uncertainties," says Brown. One



of those uncertainties involves the explanation advanced by some that the second event or wave train recorded on April 19th at the Omniplex could be explained as solely the result of the air wave from the truck bomb following up on the ground wave from the same event. The energy continues far too long

to be an air wave.

"Now I think that there is no longer a question that there was energy activity at the Murrah Building in addition to the original explosion, and we simply need to determine the source of that activity," Brown told THE NEW AMERICAN. The leading contenders for the source of that

energy are either another explosion inside the building or the falling of the building debris. But the demolition seismic data from the Murrah site make the latter explanation no longer tenable, says Brown. The demolition charges were detonated in five groups, he notes, and the oscillations on the seismogram from the site correspond closely with those explosions. "Even the smallest of those detonations had a larger effect on the recording than the collapse of the building, which demonstrates that the explosives are much more efficient at exciting the ground motion than is the collapse of three-fourths of the building. So it is very unlikely that one-fourth of the building falling on April 19th could have created an energy wave similar to that caused by the large [truck bomb] explosion." The most logical explanation for the second event, says Dr.

Brown, is "a bomb on the inside of the building."

Dr. David Deming, a professor of geophysics at the University of Oklahoma, agrees that Dr. Brown's assessment is "very persuasive." After reviewing Brown's analysis, Dr. Deming told THE NEW AMERICAN that it is "the most convincing analysis of the event" that he has seen.

Dr. Brown believes the evidence is sufficiently straightforward and obvious that once he has all of the data from his models assembled, most professionals in the field who evaluate it will be drawn to the same conclusion. "This is only my interpretation of the data," he admits, "but it is important to point out that this is the USGS' own data — not mine — and it is very compelling. I think that Dr. Holzer and others at the USGS may change their minds

once they've had an opportunity to evaluate it."

Unfortunately, very few other professional geophysicists or seismologists had a chance to examine any of the data before the USGS prematurely rendered its "verdict." The U.S. Geological Survey still has not released or published its data and is not likely to do so in the near future. The USGS, however, did provide THE NEW AMERICAN with a set of seismograms recorded by its instruments during the May 23rd demolition of the Murrah Building. With this issue, THE NEW AMERICAN is the first and only publication to have published this data. We are doing so to make this information available to the public and to facilitate independent investigation by professionals in the fields of geophysics and seismology. ■

— WILLIAM F. JASPER

Five Theories of the Oklahoma Bombing

Based on our interviews with Professor Raymon Brown, the lead scientist appointed by the Oklahoma Geological Survey to investigate the seismic data relative to the April 19th explosion, the June 12th issue of THE NEW AMERICAN presented the following analysis of the five most prominent models then being proposed to explain the phenomenon. The first three of the five explanations Dr. Brown considered viewed the two Rayleigh wave signals captured on the Norman and Omniplex seismograms as caused by different types of energy wave phenomena associated with the one blast from the truck bomb. The fourth and fifth scenarios considered the possibility of two separate events causing the signals, including either the collapse of the building or a second explosion:

1) **Surface wave velocity dispersion.** This phenomenon that occurs with surface waves is due to the fact that low-frequency energy travels faster than higher frequency energy. Surface wave propagation can therefore give the appearance of signaling two events even though there has been only a single seismic source. This phenomenon, says Dr. Brown, "is very much like a car race in which a group of cars has one velocity and another group has a different velocity. If you look at them early in the race they look like one collection of cars, but if you look later in the race the faster cars develop a separate group or package. And that same phenomenon — called velocity dispersion — can result in the appearance of two wave forms for a single event. That difference in frequency I don't see here, so I don't feel that is a likely explanation." The seismogram, says Brown, shows two separate signals, each beginning with "a low frequency signal degrading into a high frequency signal."

2) **Air wave.** This might possibly explain the second event recorded at the Omniplex Museum. "However," says Brown, "it is difficult to describe the second event at the Norman station as an air wave because the speed of travel would far exceed the speed of sound in air [which is] 1,100 feet per second. Admittedly, the velocity of the air wave must be supersonic for a cer-

tain distance away from the explosion," but it would be impossible for the air wave to reach the Norman seismometer in the ten seconds recorded between the two signals.

3) **Air-coupled Rayleigh wave.** This phenomenon, says Brown, occurs when "the motion of the air induces a type of motion identical to the Rayleigh wave that we observe in the subsurface and causes the appearance of a second event. So you could have the first Rayleigh wave from the seismic explosion and then an air wave pushing and inducing a Rayleigh wave which would come trailing in behind." That did not seem a plausible explanation in Brown's opinion, "because most of the felt accounts of the air wave [from the explosion] are out to the north, so most of the air wave was going from south [from the federal building downtown] to the north, not to the south" toward the Norman seismic station.

4) **The building collapse.** This explanation holds that the seismic signals portray two separate events, the first being the bomb explosion and the second being caused by the collapse of a portion of the federal building following the blast. "If you're trying to explain the second event as a collapse," says Brown, "you're saying the collapse of the building actually has a shorter duration than the explosion itself," since the Omniplex seismogram shows a shorter duration pulse for the second signal. This scenario also suggests that the falling of the tons of building debris would send the same kind of mix of high frequency and low frequency waves as the explosion, which Dr. Brown also finds highly unlikely. Still another problem with that version is the time involved between the blast and the collapse under this scenario: ten seconds would seem far too long a delay.

5) **Two explosions.** His analysis of both seismograms, says Dr. Brown, leads him to the logical conclusion that there were "two separate seismic events" and that the simplest explanation is "two separate explosions." ■

— W.F.J.