

## **SILVERSTEIN PROPERTIES RELEASES ENGINEERING REPORTS EXPLAINING HOW THE TWIN TOWERS WITHSTOOD THE IMPACTS OF TWO JETLINERS — AND WHY THEY EVENTUALLY FELL**

October 23, 2002 — New York, New York — Silverstein Properties, Inc. today made publicly available engineering reports reflecting the results of the most detailed and comprehensive examination to date of why the Twin Towers stood for as long as they did, and why they ultimately collapsed. The Silverstein studies establish that the strength and redundancy of the superstructure of each Tower allowed it initially to withstand the high-speed impact of a Boeing 767 and save the lives of thousands of occupants below the impact floors. The studies also show that each collapse was separately initiated by a combination of the immediate damage from the impact of an airliner and the resulting fires on the floors that were struck and that the collapse of Tower 2, the first to fall, did not cause or contribute to the collapse of Tower 1.

The reports were previously furnished by Silverstein to the National Institute of Standards and Technology, the federal agency charged with studying the collapses of the World Trade Center buildings as part of Silverstein's pledge to cooperate with the NIST investigation.

The major findings of the studies include:

- **Each collapse was separately initiated in the impact zone of each Tower due to failure of columns.** The collapse of Tower 2 was initiated by simultaneous or near simultaneous failures of columns in the building core and in the east face of the building. The collapse of Tower 1 was initiated by the failure of core columns alone. Contrary to widespread speculation, floor truss failures were not responsible for the collapse of either Tower.
- **The airplane impacts stripped fireproofing from building columns in the path of debris from the aircraft that penetrated the buildings.** The loss of fireproofing made the columns vulnerable to the weakening effects of the ensuing fires.
- **Fireproofing on the structural elements of the Towers was inspected regularly.** The researchers concluded that the Port Authority's structural integrity inspection program represented a greater standard of care than is generally followed for high rise office buildings in New York City.
- **Tower 2 fell first primarily because the airplane struck that Tower at an off-center angle and caused damage that compromised the corner of the core of the building.** Like a table losing one of its legs, Tower 2 had less ability to redistribute the weight meant to be carried by the weakened or lost columns. In contrast, the core of Tower 1 after impact retained its corner columns and, like a table with all four of its legs, was better able to redistribute the weight meant to be carried by lost columns.
- **Average air temperatures resulting from the fires on the impact floors ranged from 750° F to 1300° F (400° C to 700° C), with higher temperatures at localized areas on the perimeter.** These temperatures are signifi-

cantly lower than the temperatures associated with typical fully developed fires in office buildings and explain in part why the Towers stood as long as they did.

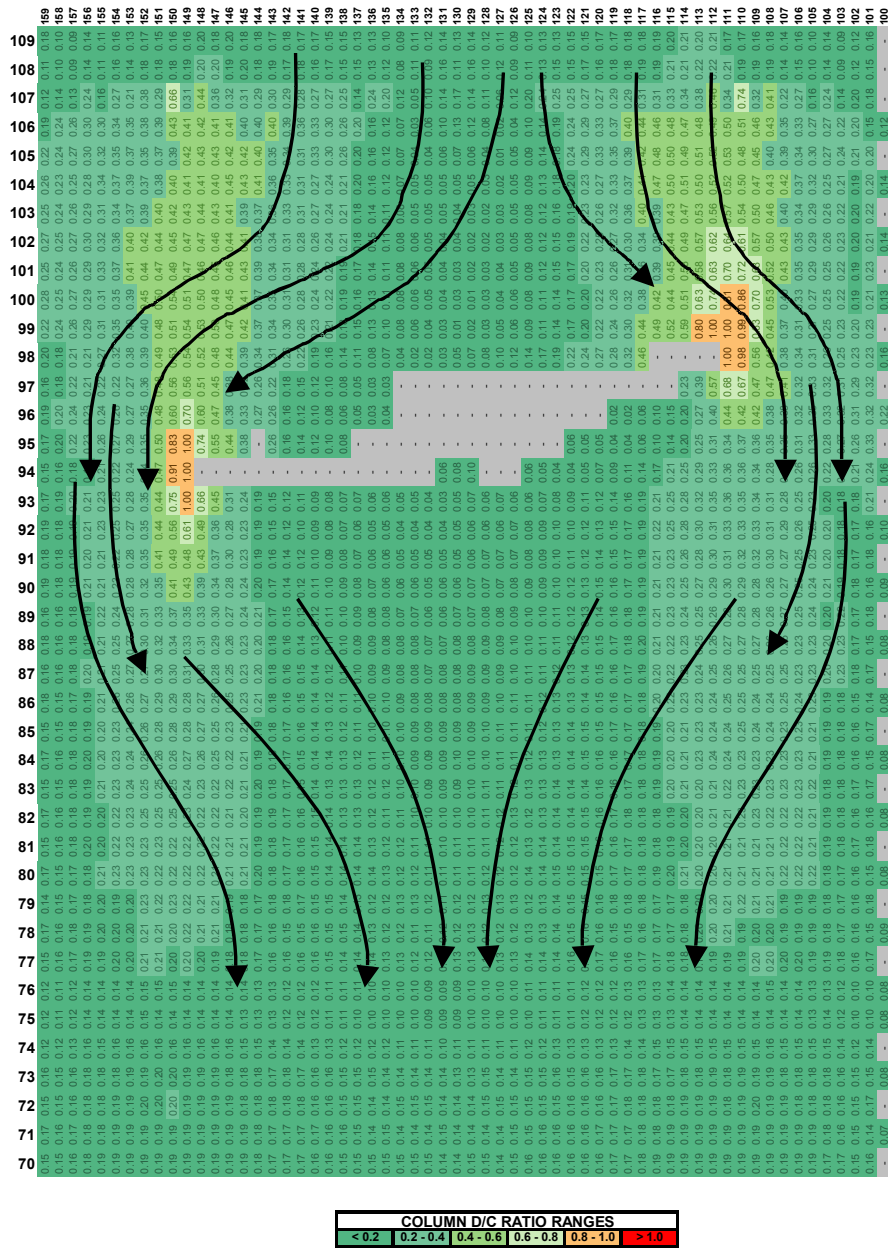
- **The collapse of Tower 2 did not cause or contribute to the collapse of Tower 1.** This is in part attributable to the fact that buildings were set off from each other and the fact that the exterior wall structures peeled off generally perpendicular to and away from the face of each Tower. As a result, debris ejected from the collapse of Tower 2 did not impact Tower 1 to any significant degree.
- **There is no evidence of fire spread from Tower 2 to Tower 1 either before or after the collapse of Tower 2.**

The studies were conducted by some of the pre-eminent engineering firms in the country, including Weidlinger Associates, LZA Technology/Thornton-Tomasetti, Hughes Associates, ARUPFire and Z-Axis. An additional study of the response and capabilities of the FDNY on 9/11 was conducted by Howard Safir of SafirRossetti. Based on extensive analysis of available data, including original structural engineering plans and thousands of photos and dozens of videos, and the use of advanced computer modeling and fire evaluation techniques, the engineering team retained by Silverstein was able to recreate the condition of each Tower at various critical points from impact to collapse.

### **COMPUTER MODELS SHOW HOW THE BUILDINGS REACTED TO THE STRIKES**

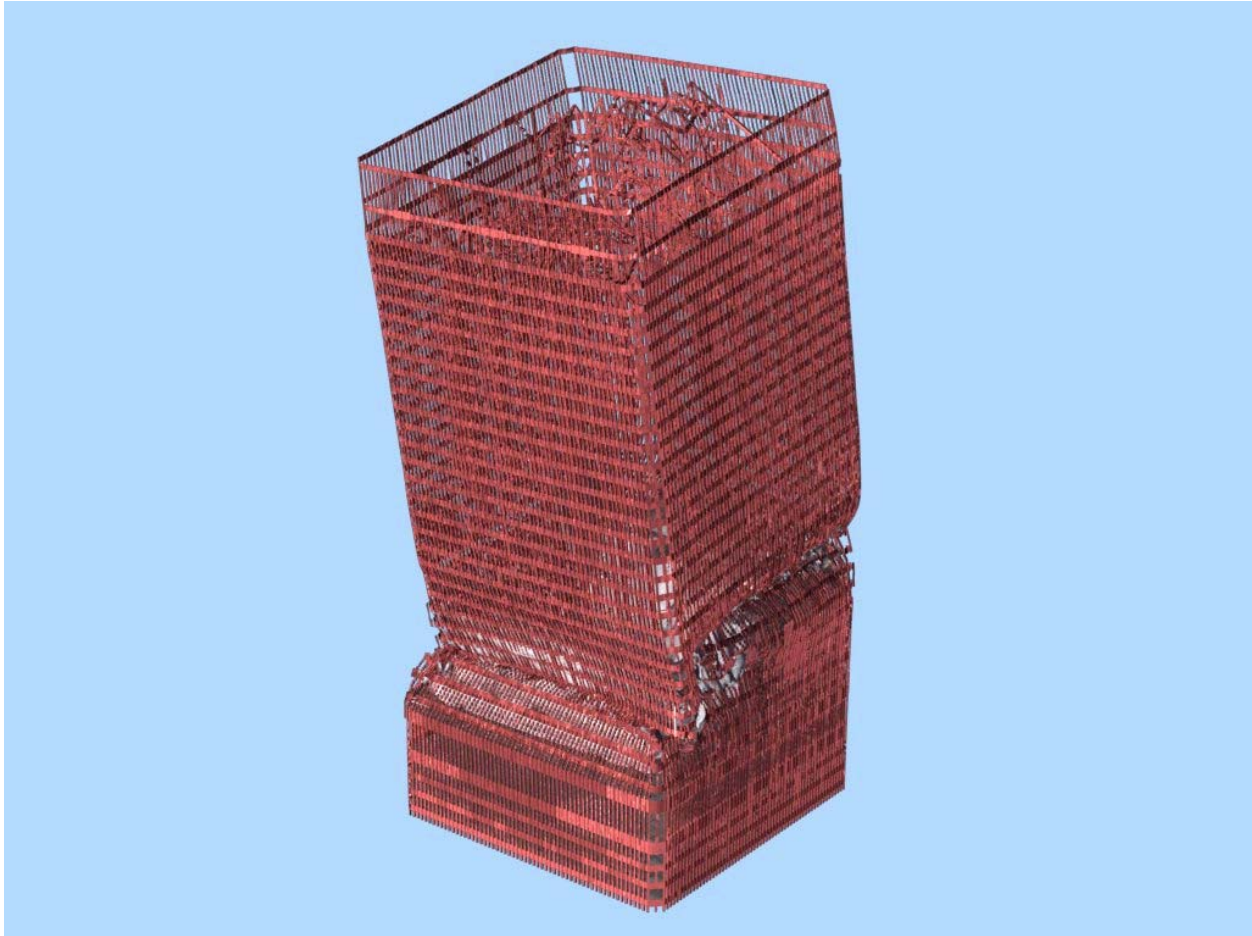
Using software developed for the Department of Defense, the engineers from Weidlinger Associates, led by Matthys Levy, P.E., and Dr. Najib Abboud, developed sophisticated and detailed computer models of the effect of each plane's impact on a Tower to understand what happened within the building on the impacted floors. Working with researchers from LZA Technology/Thornton-Tomasetti, led by Dan Cuoco, P.E. and Dr. Gary Panariello, P.E., the team determined that the impacts destroyed 33 out of 59 perimeter columns in the north face of Tower 1, and 29 out of 59 perimeter columns in the south face of Tower 2. Computer analysis by Weidlinger showed further that the planes also destroyed or disabled approximately 20 out of 47 columns in the center of the core of Tower 1 and approximately 5 out of 47 columns in the southeast corner of the core of Tower 2.

Because the Towers were designed with a redundant system of perimeter and core columns, connected at the top with a steel framework known as a "hat truss," the weight or "loads" meant to be carried by the impact-damaged columns were redistributed to the remaining columns. This load redistribution allowed the Towers to remain standing for as long as they did. In fact, the team concluded that, absent further fire damage, the Towers would not have collapsed. Matthys Levy of Weidlinger stated: "The fact that Tower 1 stood for 103 minutes after losing approximately 53 column lines and that Tower 2 stood for 56 minutes after losing approximately 34 column lines is a testament to the strength of the buildings and the skill of Leslie Robertson and the other engineers who designed them. I believe that few, if any, other buildings could suffer that amount of damage and not collapse immediately."



**Diagram illustrating the way Tower 1 redistributed loads to other columns on its North face and staved off immediate collapse, as modeled by Weidlinger Associates.**

The analysis also shows that the tremendous force of each airliner crashing into a Tower and breaking apart not only fractured columns outright but also stripped other columns which lay in its path of fireproofing. No fireproofing is designed to withstand such devastating impacts. The loss of fireproofing left those columns vulnerable to the subsequent fires, which after time caused them to fail. Additional computer models of the Towers assessed the status of each building at the time of collapse. Those models identify the failure of columns that either lost fireproofing or were destroyed on impact as the specific cause of the collapse of each Tower.



**One frame from the computer model of the initiation of the collapse of Tower 2 performed by Weidlinger Associates.**

### **FLOOR TRUSSES WERE NOT RESPONSIBLE FOR THE COLLAPSES**

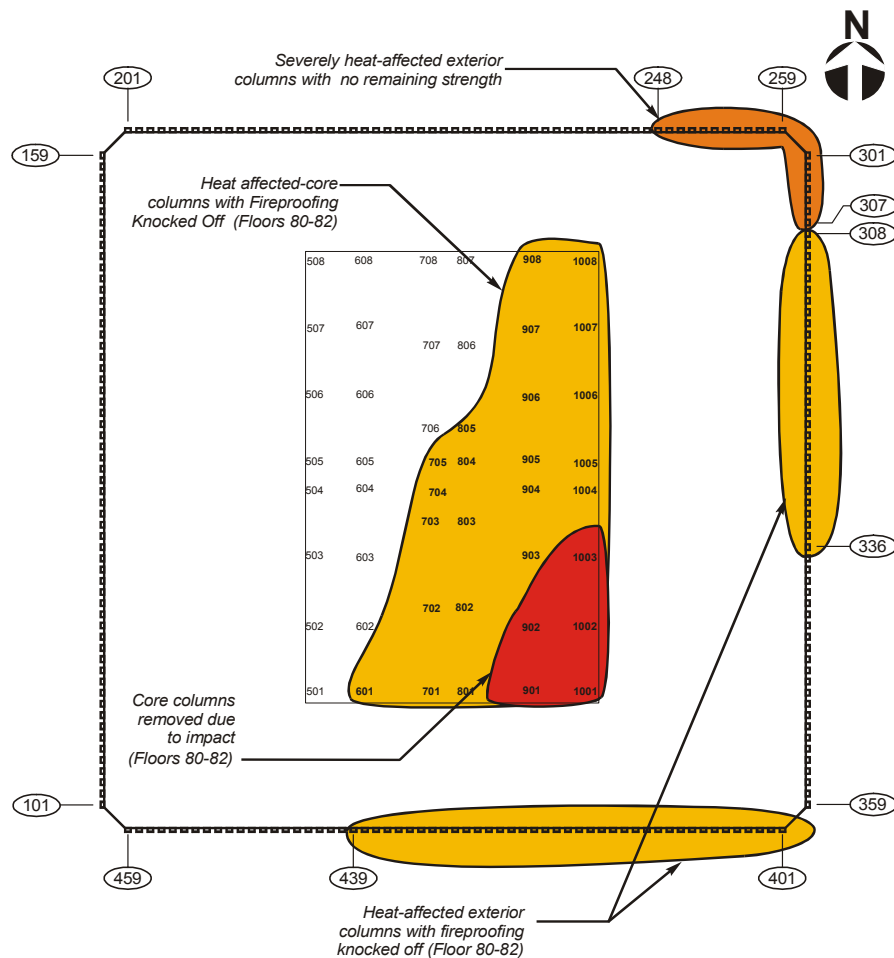
Failure of the floors — or, more precisely, the “floor trusses” — was shown not to have had any significant role in the initiation of the collapses. A thorough review of photos and videos by a team of fire engineers from Hughes Associates, led by Dr. Craig Beyler, and from ARUPFire, led by Richard Custer, MSc, shows that the floors of the Towers survived the initial airplane impacts, suffering only localized damage from the crashes. Their studies also found on the basis of an extensive review of smoke plumes and fire spread in each Tower that the ensuing fires did not lead to the collapses of impact floors before the Towers fell. In addition, the computer modeling of the collapses demonstrated that the failure of columns alone, independent of the floors, explains the collapses. These findings build on the work by the Federal Emergency Management Agency study in its World Trade Center Building Performance Study of May 2002, which suggested that the floor truss system in the Towers “should be subjected to more detailed evaluation.” The FEMA study states that the floor truss systems “should not be regarded” as “design deficiencies.”

## THE FIREPROOFING WAS INSPECTED REGULARLY

The studies also refute speculation that the fireproofing in the Twin Towers had not been properly monitored. While maintenance records were destroyed in the collapses, inspection reports for the Twin Towers were located and analyzed. A study of those reports confirmed that fireproofing on the structural steel was regularly examined. The researchers concluded that the structural integrity inspection program conducted by the Port Authority represented a greater standard of care than is generally followed for high rise office buildings in New York City. The analysis also showed that fireproofing was stripped from the structures only in the paths of the aircraft debris.

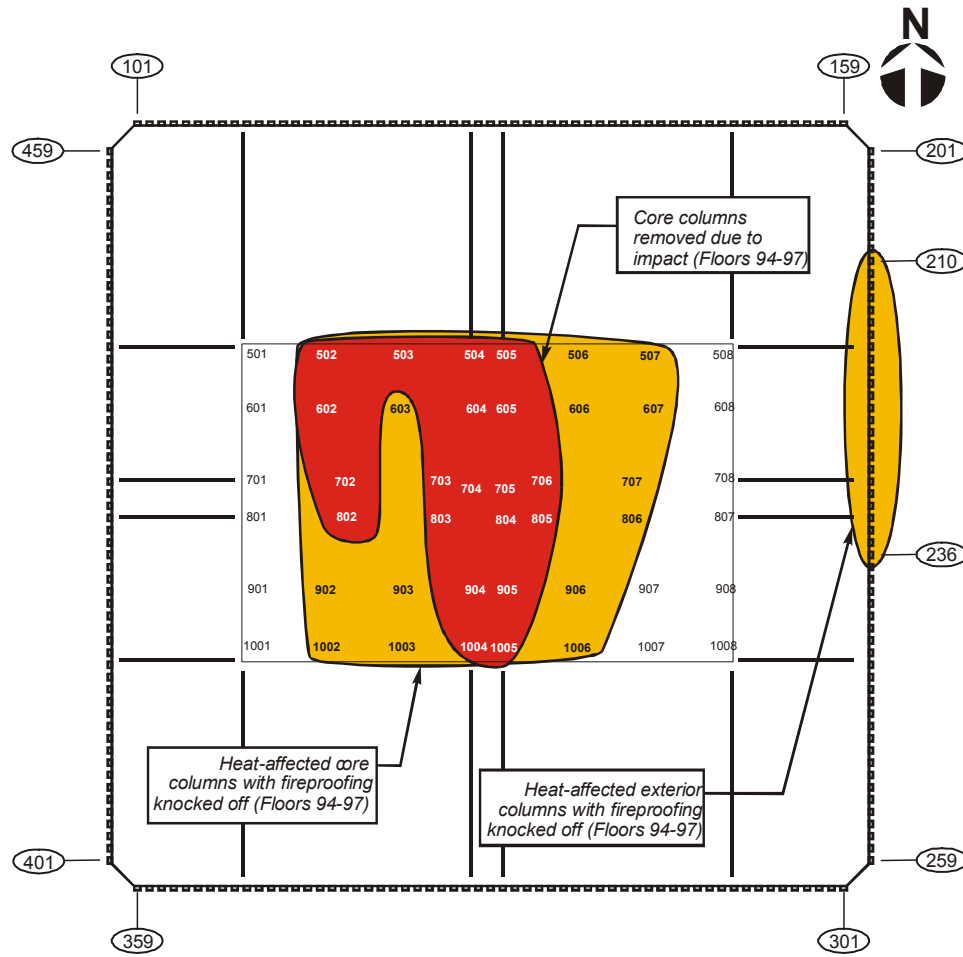
## THE REASON WHY TOWER 2 FELL FIRST

The studies conducted on behalf of Silverstein also answer the question of why Tower 2, struck 16 minutes after Tower 1, fell first. Photogrammetric studies of videos showed that American Airlines Flight 11 hit the middle of Tower 1 almost dead on at a speed of approximately 500 MPH. In contrast, United Airlines Flight 175 struck Tower 2 off center and on a diagonal flight path at approximately 550 MPH. The team concluded that because Tower 2



**Schematic of impact floor of Tower 2 showing estimation of core columns damaged by impact (in red) and columns stripped of fireproofing by impact (in yellow).**

was hit off center, Tower 2 was left without one of its corner columns in the core of the building and, like a table losing one of its legs, had less ability to redistribute the weight meant to be carried by the weakened or lost columns; this effect was further accentuated by the fact that Tower 2 was struck at approximately 12 floors lower than was Tower 1. In contrast, the core of Tower 1 after impact retained its corner columns and, like a table with all four of its legs, was better able to redistribute the weight meant to be carried by lost columns.



**Schematic of impact floor of Tower 1 showing estimation of core columns damaged by impact (in red) and columns stripped of fireproofing by impact (in yellow).**

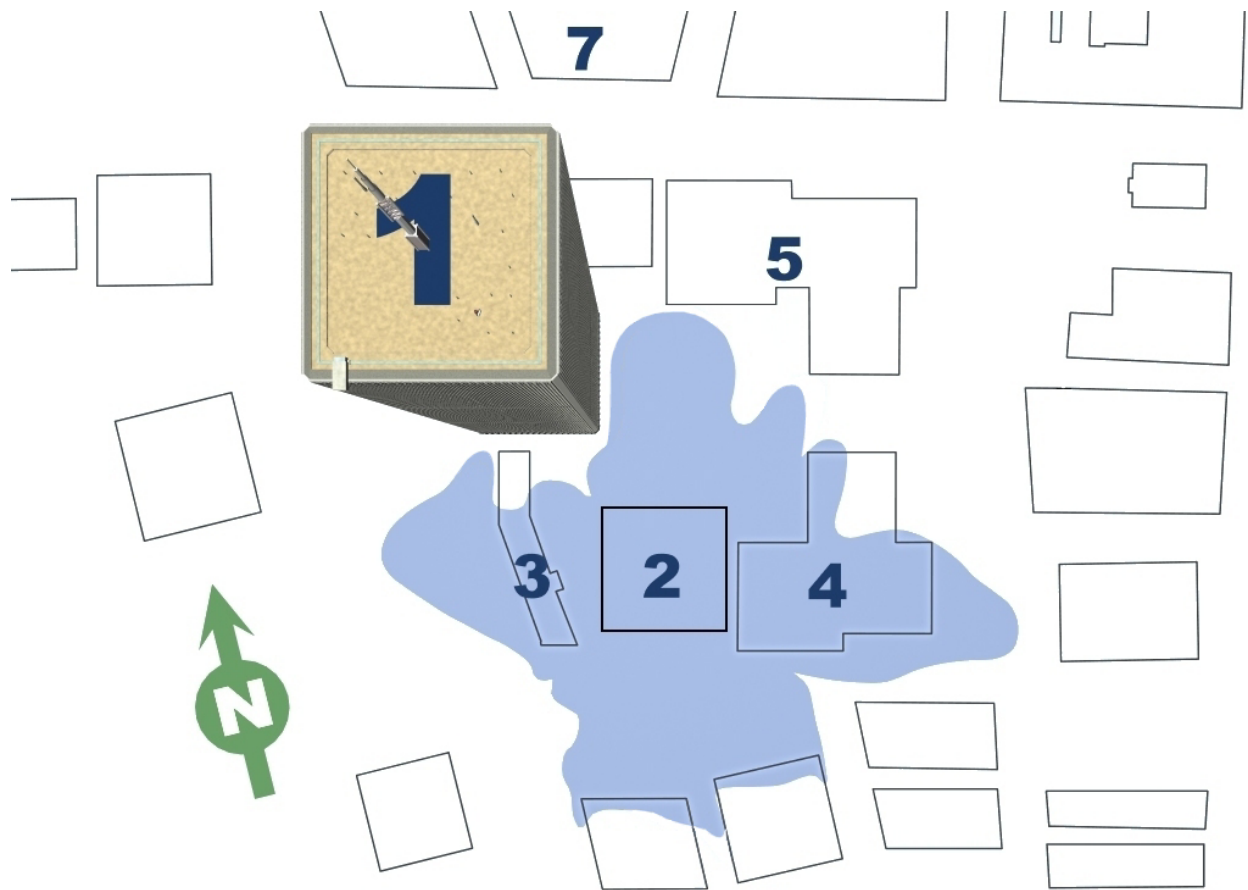
## **FIRE TEMPERATURES WERE LOWER THAN TYPICAL FULLY DEVELOPED OFFICE FIRES**

Examination of the fires on the impact floors provided further insights. The teams from Hughes and ARUPFire found that the releases of jet fuel acted like huge “matches” to start fires, but — contrary to some speculation — the “matches” burned out quickly and did not cause the fires to be hotter or spread faster. Rather, the fires were fueled by office furniture and floor contents that were initially ignited by the jet fuel. In fact, the analysis showed that the fires on the impact floors were not as hot and did not spread as rapidly as normal office fires, primarily because the dust and debris distributed by the crashes inhibited the fires. The engineering team

determined that average air temperatures in the impact floors to be between 750° F to 1300° F (400° C to 700° C), with higher temperatures at some perimeter locations. Tragically, the fires were nevertheless hot enough to eventually weaken the columns stripped of fireproofing.

### **THE COLLAPSE OF TOWER 2 DID NOT CAUSE OR CONTRIBUTE TO THE COLLAPSE OF TOWER 1**

The engineering analysis led by researchers from LZA Technology/Thornton-Tomasetti examined the way in which each Tower collapsed. Once collapse initiated in each tower, essentially all of the interior structure of the Tower fell straight down with floors pancaking on top of one another. The network of perimeter steel columns and spandrels acted like a chute to funnel the interior contents into the Tower footprint. Some debris, primarily the perimeter columns, was thrown outward from the face of the Tower, creating a lobe pattern of debris. Based on an extensive review of the collapses and debris captured in photos and videos, as well as observations of engineers involved in the Ground Zero rescue, recovery and cleanup efforts, the team was able to identify the actual pattern of debris from each building collapse. This analysis establishes that the collapse of Tower 2 did not cause any significant structural damage to Tower 1. Because the Towers were offset, Tower 1 stood out of the way of the falling Tower 2 walls and pieces of debris only scraped the surface of Tower 1.



**Pattern of heavy debris after the collapse of WTC 2 as mapped by LZA Technology.**

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Commenting on the reports, Larry Silverstein, the President of Silverstein Properties stated: “Our firm assembled some of the best minds in the country to study the precise causes of the collapses. We hope that by sharing the results of our reports with NIST and the engineering community, we will learn how to make buildings better able to withstand the threats of the world we now live in. We should never lose sight of the fact, however, that the Twin Towers were engineering marvels that withstood attacks that were unimaginable. Nor should we ever forget the selfless efforts made by the FDNY, NYPD, Port Authority Police and other rescue workers to save lives on September 11.”

The engineering team was comprised of experts from: Weidlinger Associates, Inc., led by Matthys Levy and Najib Abboud; LZA Technology/Thornton-Tomasetti Group, led by Daniel Cuoco and Gary Panariello; ARUPFire, led by Richard Custer; Hughes Associates, Inc., led by Craig Beyler; SafirRosetti, led by Howard Safir; Hillman Environmental Group, led by Christopher Hillmann and John B. Glass, Jr.; RWDI, led by Peter Irwin; Dr. W. Gene Corley; Professor Sean Ahearn; and Z-Axis Corporation, led by Gary Freed and Alan Treibitz.

PRESS CONTACT: Gerald McKelvey, Rubenstein Associates (212) 843-8013