



Figure 2-6. Firefighters on the scene at about 9:07 a.m.

the FDNY had called a fifth alarm for the dispatch of additional department personnel and equipment to the WTC. Spectators had begun converging on the complex, but were advised to stand clear.

The aircraft impact also did damage to the communications in the tower. The capability for building-wide broadcast from the Fire Command Desk was knocked out. Emergency responder radio traffic peaked at about five times its normal traffic volume during the 20 min period after to the attack. This peak gradually tapered off, but still continued at a sustained level three times the normal traffic volume. The radio systems were not adequate to handle the high flow of emergency communications required for this scale of operations. Many of the radio messages were unintelligible because many individuals were trying to talk on the same radio channel at the same time.

2.6 9:02:59 A.M. EDT

At 9:02:59 a.m., five hijackers flew United Airlines Flight 175 with 9 crew and 51 passengers into the east side of the south face of WTC 2. For the most part, there was little awareness of this among the people below the 92nd floor of WTC 1. Almost one-fifth of these had already left the building, and nearly all the 6,300 others were already in the stairwells.

2.7 9:03 A.M. TO 9:57 A.M. EDT

A fire needs a continuing supply of both gaseous fuel and oxygen to keep burning, and the initially burning combustibles in WTC 1 were being consumed. The additional fuel came from the office furnishings next to those that were reaching the end of their burning life. The thermal radiation from the flames and from the hot gases heated the nearby combustibles, creating flammable vapors. These vapors needed a source of nearby air to continue the burning. The same flames and hot ceiling layer gases heated the windows and window frames in the vicinity. The hot gases pushed on the weakened aluminum