

AVIATION IMPOSSIBILITIES

Piloting Feasibility Analysis

Assessing the Feasibility of
the 9/11 Flight Profiles for
Experienced and
Inexperienced Pilots

Examining Flight Profiles

A Critical Analysis of
United Airlines
Flights 175 and 93

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Primary Research Focus

- Evaluate the hypothesis that the alleged hijackers could not have successfully controlled the aircraft given their training.
- Analyse the feasibility of the official narrative based on detailed forensic examination of flight profiles.

Context

- This presentation is part of a broader investigation into the technical and operational challenges faced during the 9/11 flights.
- Data sourced from NTSB reports and other reliable documentation.

Presentation Overview

- Detailed analysis of the flight profiles for UAL175 and 93.
- Focus on key manoeuvres, operational challenges, and the level of proficiency required to execute these actions for both experienced and inexperienced pilots.

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UAL175 - Flight Profile Overview

Flight Path Study of February 19, 2002 by Jim Ritter – Chief, Vehicle Performance Division NTSB

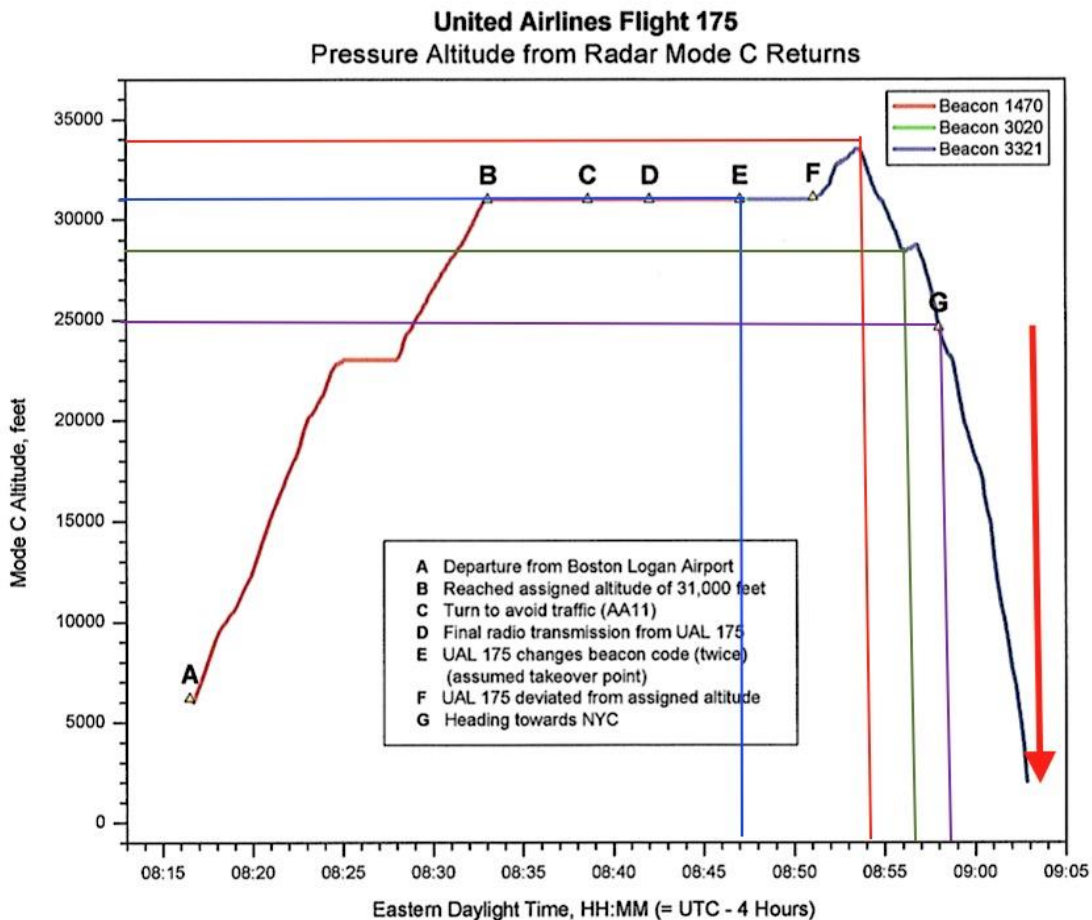


Figure 2 – Altitude Profile

08:14 AM – (A) Take off from Boston Logan International Airport (BOS)

08:42 AM – Last communication with ATC

08:47 AM – (E) Assumed Takeover Time. Captain Victor Saracini (former naval aviator, United States Navy) & First Officer Michael Horrocks (former Marine Corps pilot) neutralised. Alleged Pilot in Control: **Marwan al-Shehhi**

08:51:30 AM – (F) Sudden climbing turn to 34,000FT in 2.5 minutes

08:54 AM – (between F & G) Enters an uneven descent of approx. 8,500FT initial descent rate: 2,400 FT/MN, followed by a vertical jolt, and re-entering a severe descent to G at 4,000 FT/MN

08:58:30 AM – (G) The B767 finds itself in a continuously accelerating downward trajectory reaching some 6,500FT/MN

09:02:59 AM – Impact with WTC South Tower, as determined by NIST.

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UAL175 - Flight Profile Overview

Flight Path Study of February 19, 2002 by Jim Ritter – Chief, Vehicle Performance Division NTSB

United Airlines Flight 175
Pressure Altitude from Radar Mode C Returns

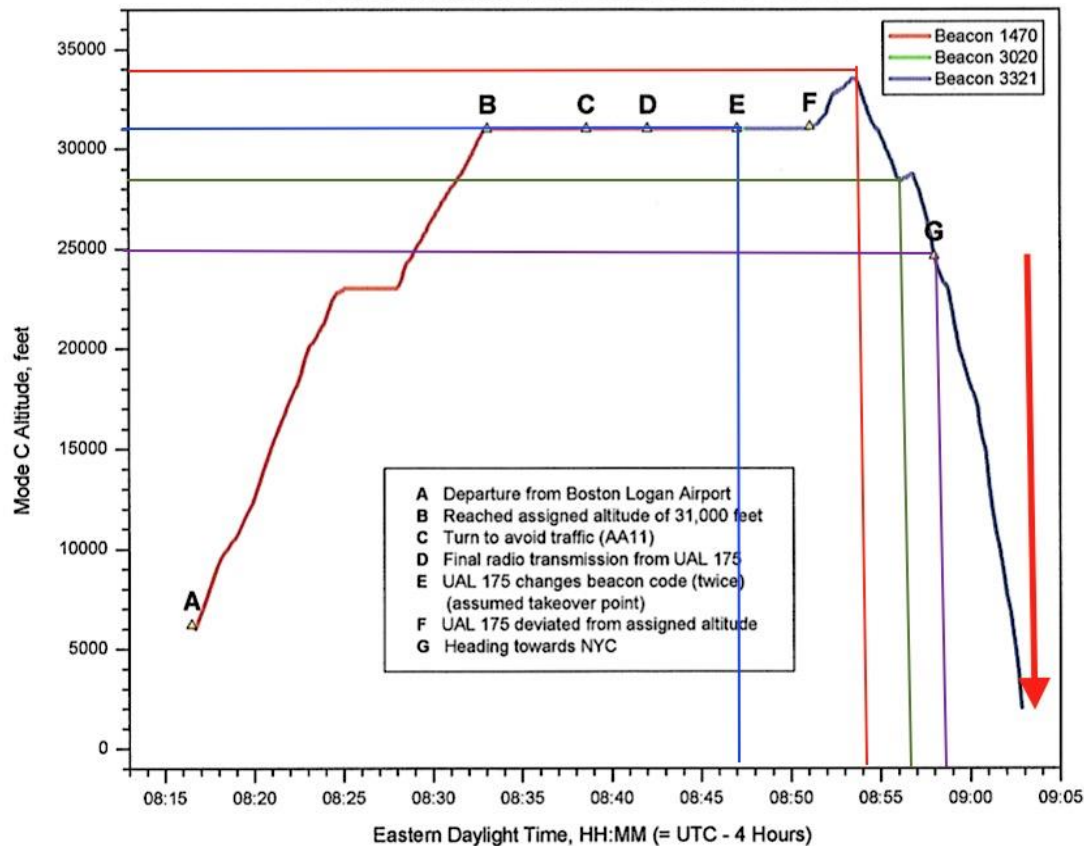
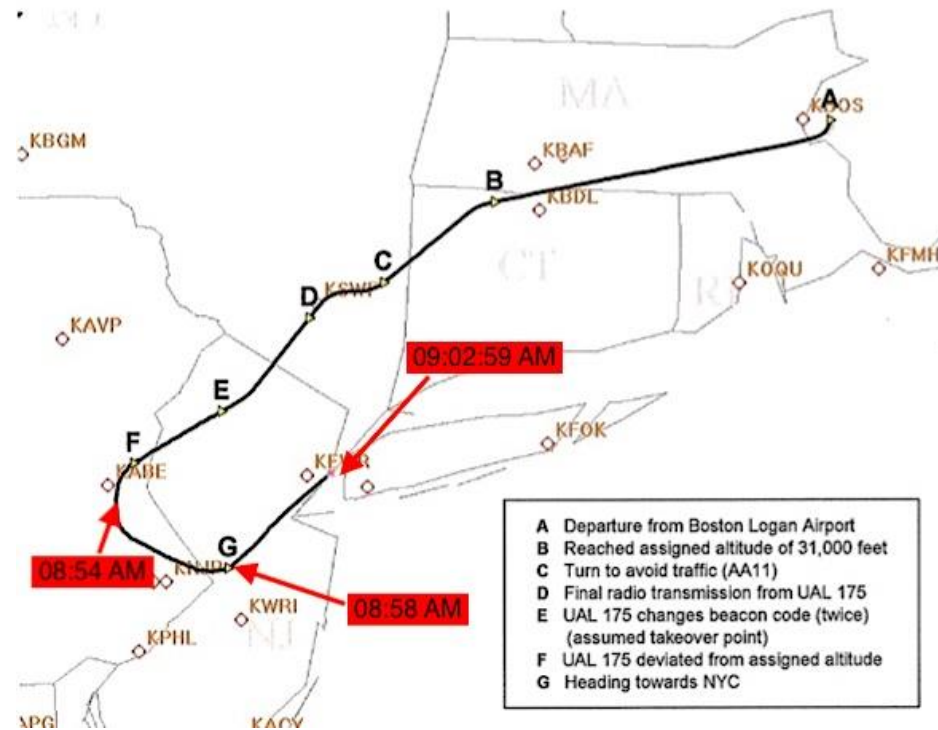


Figure 2 – Altitude Profile

United Airlines Flight 175 Ground Track
(Simple Map Background)



Key Manoeuvres & Challenges

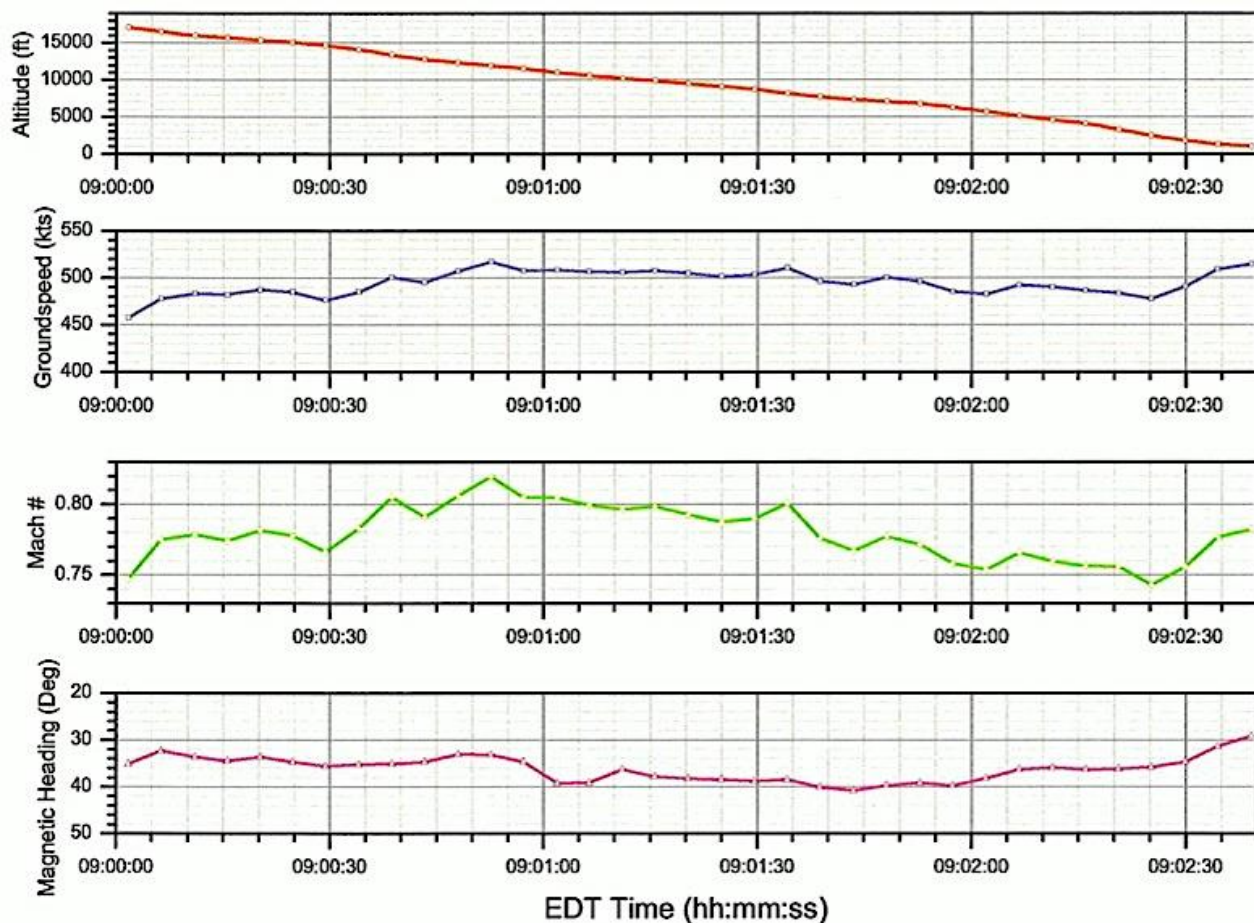
- **180° Turn and Descent:**
 - Turn Execution
 - Descent Management
 - Monitoring & Coordination
- **Difficulty:**
 - Moderately for a trained Boeing type-rated pilot
 - Extreme difficult for an inexperienced pilot

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UAL175 - Flight Profile Overview

Radar Data Impact Speed Study of February 07, 2002 - by Daniel R. Bower, Senior Aerospace Engineer

United Airlines Flight 175
Parameters Calculated from EWR ASR Radar Returns



Last 10 seconds of recorded data:

- Aircraft is still in an extreme descent rate of approx. 6,000FT/MN
- Acceleration in groundspeed from 490 knots to 520 knots.
- Heading adjustment from 35° to 28°
- Engines in flight idle mode in its 6,000 ft/min descent at 09:02:30
- B767's PW4000 turbines spool-up time: between 5/8 seconds
- The levelling-off mystery: 7 seconds timing & control

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UAL175 - Flight Profile Overview



10 miles away from the WTC South Tower:

- Descending through 7,000 feet at high speed
- Steep nose-down attitude in accelerating descent (both NTSB reports)
- WTC appears high on the windshield
- Critical need for visual references, with added difficulty of sun-glare
- Autopilot heading selection and Autothrottle use unreliable and impractical at this stage
- Manual control essential for final adjustments

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UAL175 – Final 12 Seconds

Real CNN & MSNBC Footage of with Simulation Overlays by "achimspok" on YouTube (video uploaded in 2010)



12 seconds prior to impact (09:02:59):

The Improbable Final Manoeuvres

- **Extreme Descent Rate:** At **09:02:40**, the B767 was still descending at 6,000 FT/MN in flight-idle mode.
- **Impossible Transition:** To achieve level flight by **09:02:47**, a drastic reduction in descent rate was necessary, yet full thrust would only be available by **09:02:45** (best case).
- **Insufficient Time:** This leaves just **2 seconds** to reduce the descent from 6,000 FT/MN to nearly level, a feat that is quasi- impossible. (if relying on NTSB data).
- **Throttle and Control:** The coordination required to manage pitch, thrust, and roll in this brief period would demand exceptional skill, yet the timeline points to a scenario that seems physically unachievable.
- **Precision Coordination:** Synchronizing pitch, thrust, and roll in this short timeframe require exceptional skill and control.
- **Complexity:** These manoeuvres were highly complex and very challenging, casting doubts about the official account.

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Piper Aztec PA-23



Boeing 767-200



From Basic to Complex:

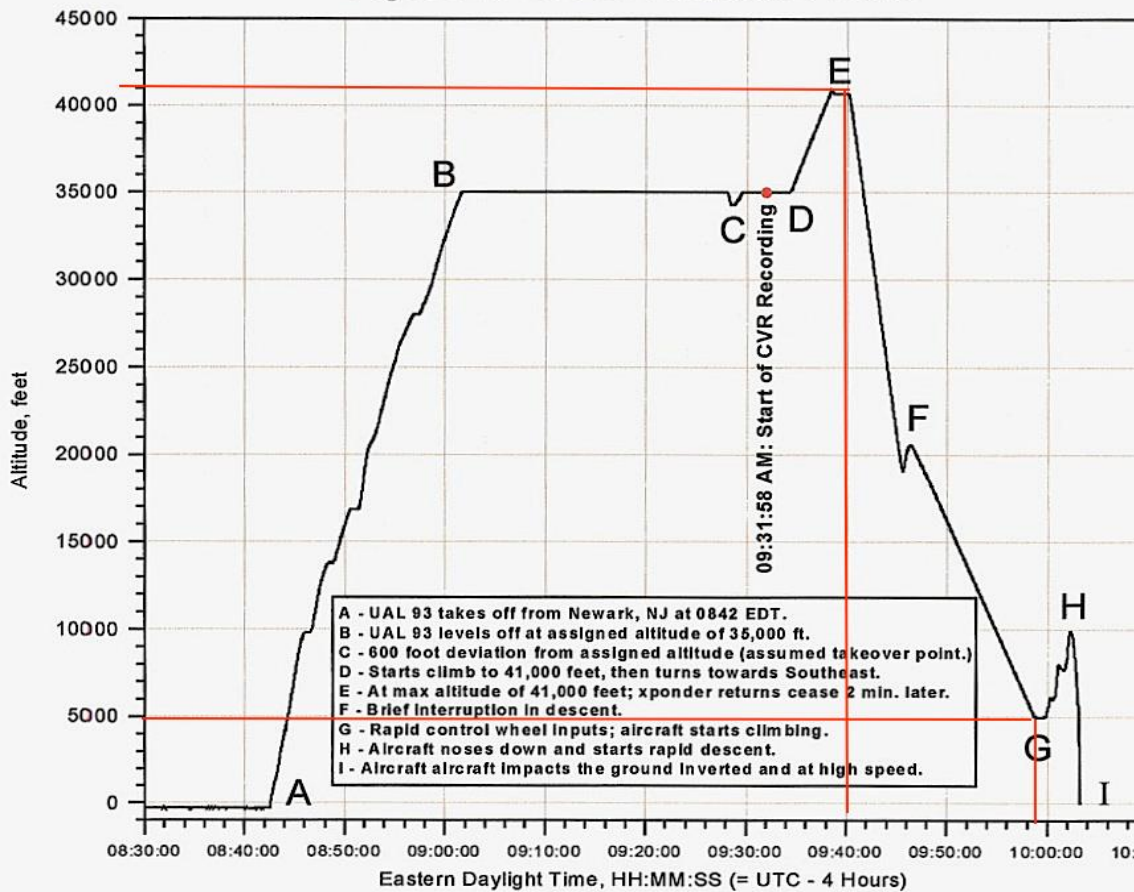
The significant leap in complexity
from a typical twin engine piston aircraft to the Boeing 767-200

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UAL93 - Flight Profile Overview

Flight Path Study of February 19, 2002 by Jim Ritter – Chief, Vehicle Performance Division NTSB

Figure 2. UA-93 Altitude Profile



08:42 AM – (A) Take off from Newark Liberty International Airport (EWR)

09:28 AM – (C) 600FT Altitude deviation. Assumed Takeover Time
Alleged Pilot in Control: **Ziad Jarrah**

09:31:28 AM – (between C&D) B. Claimed start of CVR data (FAA 2hr regulations)
leaving earlier parts of the flight unaccounted for.

09:34 AM – (D) **Sudden climb to 41,000FT** in 5 minutes while executing a 170° left
turn. Nearing B757-200's service ceiling of 42,000FT, approaching
Coffin's Corner.

09:39 AM – (E) Enters a 3,700FT/MN descent

09:46 AM – (F) Abrupt 2,000FT vertical jolt lasting 1 minute, resumes the descent

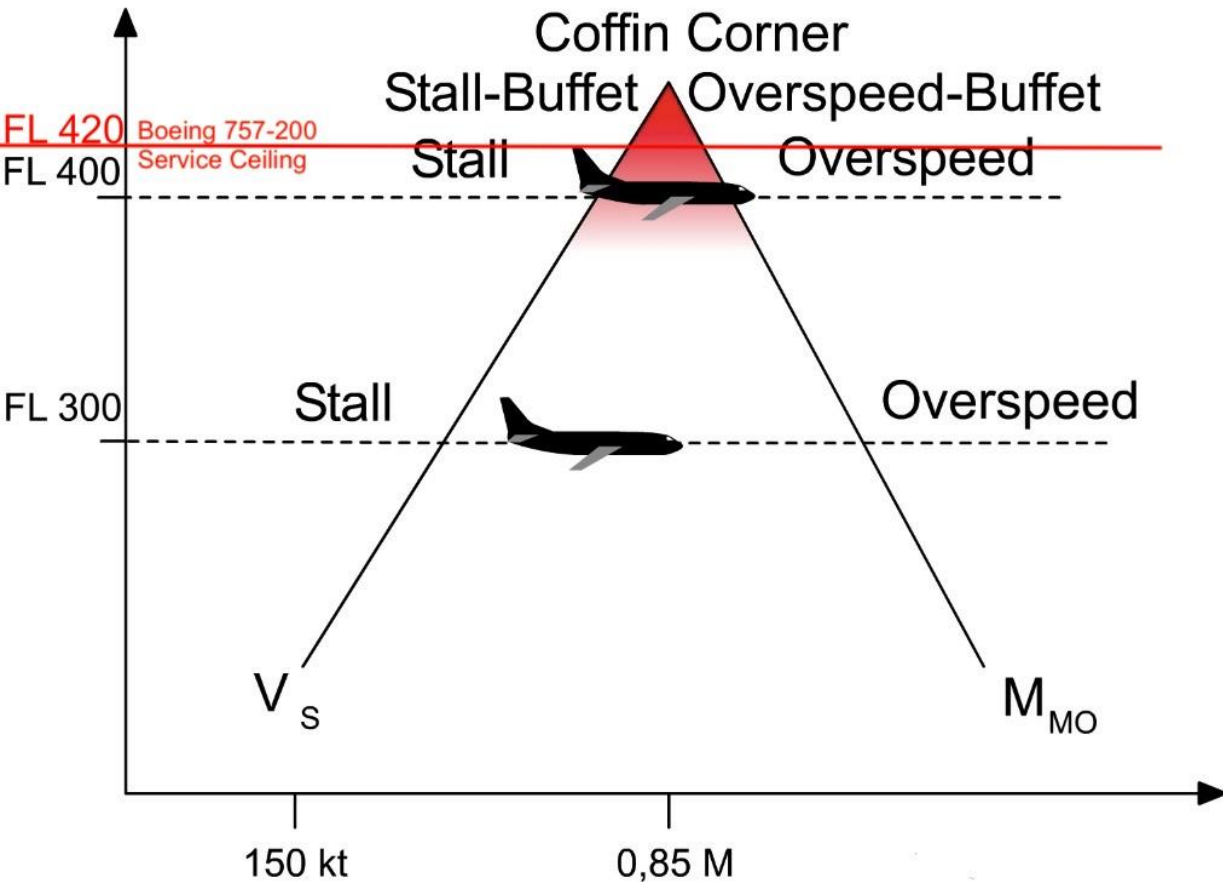
09:59 AM – (G) The B757 reaches 5000FT, enters and abrupt 5,000FT climb
1 minute later

10:02 AM – (H) Enters a drastic nose-down attitude.

10:03:11 AM – (I) B757 impacts the ground inverted.

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UAL93 - Flight Profile Overview



Completing a Climbing Turn at 41000FT with Airspeed Decreasing Below 200KTS & Descent to 5,000FT*:

- Autopilot: mismanaged input led to an accidental climb.
- Autothrottle was set to maintain a specified airspeed.
- Climb resulted in approaching or entering Coffin's Corner
- Recovery: Narrow margins between stall speed and critical Mach make control extremely difficult, requiring precise handling to avoid a stall or a dive (many hours of simulator training)
- Distress: psychological & emotional from steep 36,000FT nose-down attitude, exacerbated by violent jolt midway

*United Airlines Flight 93 Autopilot Study, February 13, 2002 - from Digital Flight Data Recorder Information by John O'Callaghan and Daniel Bower, Ph.D.

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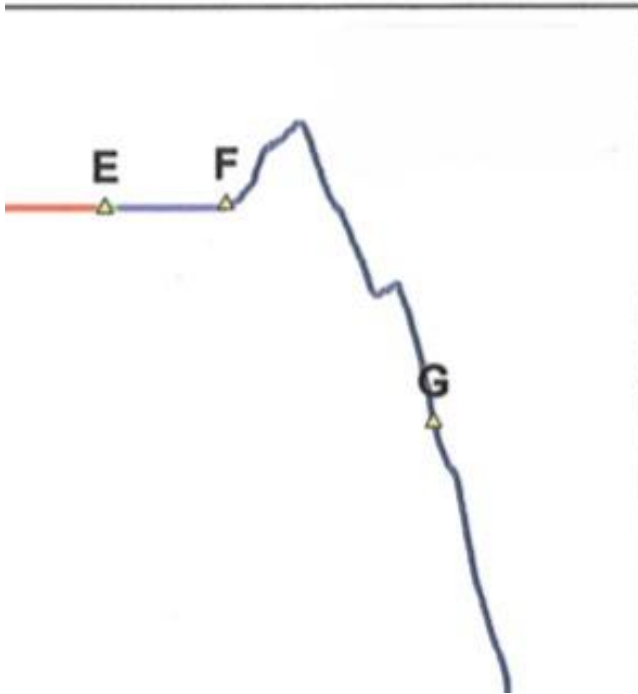
Unusual Aspects of UAL93

- ❖ **Distinct Flight Profile:** Altitude and navigational profile deviates significantly from others.
- ❖ **Delayed Takeover:** Assumed hijacking 46 minutes after take-off (08:42 AM), increasing the navigational distance and challenges.
- ❖ **Voice Recordings:** Alleged start of cockpit voice recordings at 09:31 AM raises questions regarding earlier, unaccounted for flight data.
- ❖ **Unexplained Descent:** No clear rationale for descent to 5,000 feet; lack of visual references, compounding situational awareness difficulties.
- ❖ **Collision Risks:** Increased risk of mid-air collision commercial/general aviation traffic.
- ❖ **Phone Calls Inconsistencies:** No indication of physical or psychological distress, further highlighting contradictions between different narratives.
- ❖ **Sandra Bradshaw's Call:** Her 09:50 AM call to her husband mentioning "hijackers are in the front", yet assuming pilots were still in control.

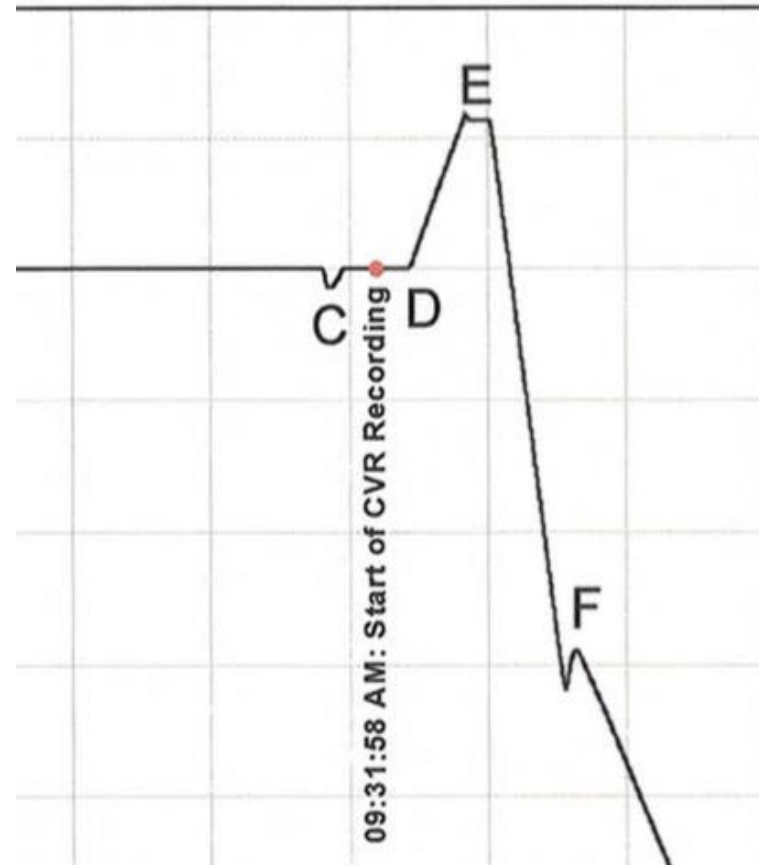
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Uncanny Resemblance in Flight Path Dynamics

UA-175 Altitude Profile



UA-93 Altitude Profile



- **Striking Similarity in Flight Profiles:**
Both UAL175 and UAL93 exhibit similar altitude climbs and rapid descents post-takeover.
- **Unlikely Coincidence:**
The near-identical flight behaviour between two different flights raises important questions about whether these manoeuvres were pre-programmed.
- **Automated or External Influence?:**
Could the similarity of the altitude profiles suggest the involvement of advanced automated systems, potentially with human oversight or intervention?

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Key Findings

1. Complexity of the manoeuvres on both flights.
2. Implausibility of these manoeuvres being executed by inexperienced pilots.
3. Limitations in: a) training on complex commercial jets & b) flight experience, casts significant doubts on the official narrative.
4. UAL175: time constraints (7 seconds) to exit the steep dive & level off makes aligning with the final 12 seconds of MSNBC video footage quasi-impossible.
5. UAL93: Irrational flight profile to alleged target.

Unanswered Questions

1. How could inexperienced pilots perform such complex maneuvers under high-stress conditions?
2. Why the extreme divergence between both NTSB reports and the video footage?
3. UAL175: How could they effectively control the B767 towards the target with so little situational awareness 10 miles out?
4. UAL93: Why, what or who caused a descent to 5,000FT?
5. Were there any external factors or interventions that could explain the behaviour of the aircrafts in these critical moments?