



Recently Pilots For 9/11 Truth have analyzed the speeds reported for the aircraft utilized on 9/11. Numerous aviation experts have voiced their concerns regarding the extremely excessive speeds reported above Maximum Operating for the 757 and 767, particularly, United and American Airlines 757/767 Captains who have actual flight time in all 4 aircraft reportedly used on 9/11. These experts state the speeds are impossible to achieve near sea level in thick air if the aircraft were a standard 757/767 as reported. Combined with the fact the airplane which was reported to strike the south tower of the World Trade Center was also producing high G Loading while turning and pulling out from a dive, the whole issue becomes incomprehensible to fathom a standard 767 can perform such maneuvers at such intense speeds exceeding Maximum Operating limits of the aircraft. Especially for those who research the topic thoroughly and have expertise in aviation.

Co-Founder of Pilots For 9/11 Truth Rob Balsamo recently interviewed a former NASA Flight Director in charge of flight control systems at the NASA Dryden Flight Research facility who is also speaking out after viewing the latest presentation by Pilots For 9/11 Truth - "9/11: World Trade Center Attack". Retired NASA Senior Executive Dwain Deets published his concerns on the matter at the American Institute of Aeronautics and Astronautics (AIAA) as follows:

A Responsibility to Explain an Aeronautical Improbability Dwain Deets NASA Dryden Flight Research Center (Senior Executive Service - retired)

AIAA Associate Fellow

The airplane was UA175, a Boeing 767-200, shortly before crashing into World Trade Center Tower 2. Based on analysis of radar data, the National Transportation and Safety Board reported the groundspeed just before impact as 510 knots. This is well beyond the maximum operating velocity of 360 knots, and maximum dive velocity of 410 knots. The possibilities as I see them are: (1) this wasn't a standard 767-200; (2) the radar data was compromised in some manner; (3) the NTSB analysis was erroneous; or (4) the 767 flew well beyond its flight envelope, was controllable, and managed to hit a relatively small target. Which organization has the greater responsibility for acknowledging the elephant in the room? The NTSB, NASA, Boeing, or the AIAA? Have engineers authored papers, but the AIAA or NASA won't publish them? Or, does the ethical responsibility lie not with organizations, but with individual aeronautical engineers? Have engineers just looked the other way?

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