

September 19, 2025

Sharath Panicker
Boeing 787 Captain

Via FB MSG: <https://www.facebook.com/sharath.panicker.7>

Capt. Sam Thomas
Airline Pilots Association of India

Via: info@alpaindia.org

Capt. Amit Singh, FRAeS
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Honorable Michael Graham
Board Member, NTSB

Via: witness@ntsb.gov

Kelly Ortberg
President & CEO, Boeing

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Honorable Shri Kinjarapu Rammohan Naidu
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**Response to Captain Paniker's False Assertions about AAIB's
Obfuscated Image on Page 14 of its "Preliminary Report"**

This submission concerns a matter of immense public importance and is in response to a communication I received from Captain Sharath Panicker concerning his assertion about the enhanced image of recently submitted **Exhibit K-1**, wherein he alleges, falsely, that the image is "too pixelated". I'm copying everyone with this response, so I don't have to keep repeating it.

After this, I'm pretty sure I'm done with this project. In any event, if you no longer want to receive communications from me, reply with "Remove" or similar in the subject line.

Fact #1

With respect, Captain Panicker, apparently you are confusing the term "pixelated" with the term "over-sharpened", probably due to the fact that you have very little, if any, experience with digital image processing.

A pixelated image comprises blocks of uniform size (in pixels) and a single color within a given block. Below is a "pixelated" screen capture of the inset seen on page 14 of subject AAIB preliminary report. Notice that each block comprising the image contains absolutely no information other than a single color.



Now compare the above "pixelated" image with the one below. True, to the untrained eye it may look like it is pixelated, but technically, it is not. On the contrary, it was deliberately "over-sharpened" and darkened by AAIB as but one of its obfuscation steps before pasting it onto the main image appearing on page 14 of said AAIB "Preliminary Report".



The little boxes and streaks you see appearing in "some" areas of the image, particularly around edges, are a process effect and the result of over-sharpening and expressly not "pixelation", *per se*.

If you zoom in on a supposed "block", you will notice that it comprises more than one color and tone. Stated another way, in an over-sharpened image, wherever a supposed block might appear, each block comprises "information" beyond just the single color of a pixelated block.

Fact #2

When an image is "over-sharpened", while there may be some blocky-looking areas along edges, etc., other areas will not comprise any blocky-ness at all. Moreover, even "if" some blocks form, zooming in for a closer look at a supposed block, you will notice that such block is not crisp (as in the case of a true pixelated image) and such block will contain other information beyond just the single color of an actual pixelated block.

Case in point, see attached **Exhibit K-8**. Notice the areas enclosed by the green lines. Zoom in and you will see that there is absolutely NO pixelation or blocky-ness whatsoever in those enclosed areas. If subject inset was truly pixelated as Captain Panicker alleges, all you would see are blocks comprising a single color per block and absolutely no other information, which is clearly not the case here. Moreover, the entire image will comprise nothing but sharp, crispy blocks of uniform size, each with only one color.

Stated another way, the areas enclosed by the green lines are literally rich in information. Previously submitted **Exhibits K-1, K-2 and K-3** clearly reveal this information after simple tone adjustments.

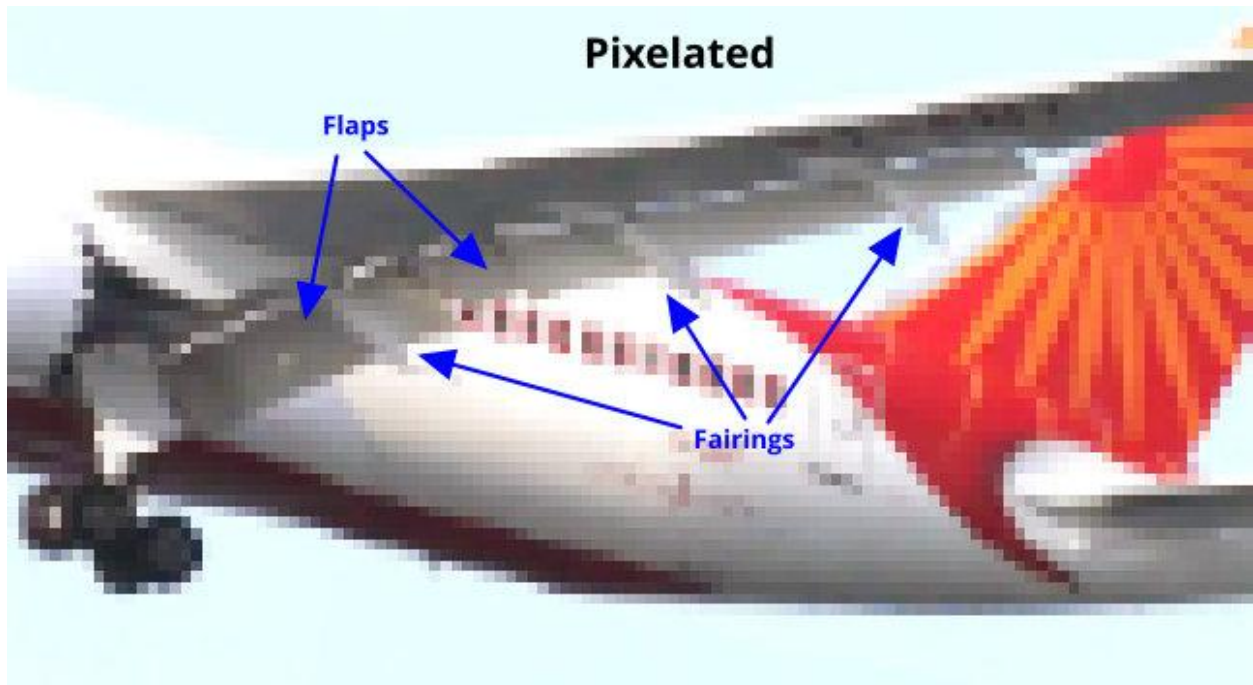
Fact #3

Assuming, *arguendo*, that Captain Panicker's assertion is correct (which clearly it is not), we should still see the three flap control fairings "and" flaps under the left wing (see previously submitted **Exhibit K-3** for comparison with other images of the Boeing 787 from roughly the same angle).

We can't see the three fairings or the flaps because they are hidden behind a burbling cascade of jet fuel gushing from the 10-20-meter-long breach in the bonding of the forward spar caps and their respective CFRP wing panels. Meaning, the fact that we can't see the three fairings or the flaps is not in any way due to "pixelation" as falsely alleged by Captain Panicker.

Case in point, study the "pixelated" image below that was cropped from Exhibit K-3 before literally pixelating it, *per se*. Observe that despite the pixelation, both the flaps and fairings

can still be discerned quite easily. Also observe that each block comprises only one color, without any other information and that the entire image comprises nothing but blocks of uniform size.



Here is the same original cropping, except this time it is deliberately over-sharpened so hopefully you will be able to see the difference.



In both examples shown above, despite the fact that one image is pixelated and the other is over-sharpened, you can still make out said fairings and the flaps. This is because in these examples you don't have hundreds of gallons per second of jet fuel gushing over them as in the case of **Exhibit K-1**.

Fact #4

AAIB actors cropped subject Boeing 787 out of the original CCTV #2 frame, stripped (according to its form) the aircraft from its original background that shows jet fuel cascading down and splashing back up into the air upon impact with the ground, and pasted the doctored image onto a frame captured a few seconds prior from the same CCTV #2 when there was nothing but sky, tower in the foreground, and the terminal in the background.

Conclusion

Both the main image and inset image appearing on page 14 of subject AAIB "Preliminary Report" were altered by AAIB actors to conceal from public view jet fuel cascading down from the left wing and splashing back up into the air as can be clearly seen in previously submitted **Exhibit H-1**, **Exhibit K-6** and **Exhibit K-7**.

Frankly, I believe, at least for some people, there is some kind of psychological thing going on, sometimes referred to as "pre-mature cognitive commitment". Meaning, without doing their own research, some folks will have a knee-jerk reaction to the evidence presented and their left brain will not allow them to cognate the visual information in front of them, as a sort of built-in protection mechanism.

Why? Because if such people were actually able to cognate and digest the visual information presented, without consciously or subconsciously filtering it in any way as a form of subconscious protection, they would go through a period of trauma once they realize that the very governmental agency created to protect them—lied to them—and thereby forever compromised such agency's integrity in the public's eye, to the point such agency can never be trusted again.

Just ask the question, why hasn't AAIB released the original "raw" footage of subject incident from subject CCTV #1 and CCTV #2? Answer: because if they did, such would operate as an admission on AAIB's part that they doctored the "official" image on page 14 of subject "Preliminary Report" captured from CCTV #2 on the southwest end of the runway and they obfuscated footage from CCTV #1 located roughly 1.4 miles northeast of CCTV #2 on the same side of the runway and passed it off as "official".

The joke of course is the fact that the footage from CCTV #1 that was captured by a third camera by filming the computer screen the raw footage was being played back on and, in the process, deliberately shook, and zoomed in and out of focus, the third camera at crucial points to obfuscated the fact that that stuff cascading down from the left wing immediately after lift-off and splashing back up into the air upon impacting the ground, is neither dust nor is it smoke, but rather jet fuel. I can tell you other things that AAIB actors did to that footage, but that would really upset you.

I would kindly request that you not respond with nonsense like “it’s dust”, “it’s smoke”, or “it’s too pixelated”. I’ve heard them all.

Don’t forget to examine **Exhibit K-8**.

Sincerely,

/s/Jerry D. Harthcock

P.S., for your convenience, a .pdf copy of all previous communications can be downloaded clicking on the following links:

(Original July 22, 2025 communication) Air_India_171_crash_theory-merged.pdf

<https://drive.google.com/file/d/1qPTnk6lajFdjAMNUXniiJg93CzLgMAXN/view?usp=sharing>

(Supplemental Exhibit G, July 28, 2025) Supplemental_evidence_Exhibit_G-merged.pdf

https://drive.google.com/file/d/1HY_GlRH6qeKHQj4xc2rlzRe8Wu7JNyQ4/view?usp=sharing

(First Supplemental Evidence dated August 4, 2025) Final_Supplemental_Evidence-merged.pdf

<https://drive.google.com/file/d/1HVSa8qDZorQPyTv-qD9R8QsYlPXooy6f/view?usp=sharing>

(More Supplemental Evidence, dated August 17, 2025) More_Supplemental_Evidence-merged.pdf

<https://drive.google.com/file/d/1iWIADxE0s0EYqmuQ61iYhj0DY-Hmkd5/view?usp=sharing>

Incontrovertible proof, dated September 14, 2025) Incontrovertible_proof-merged.pdf

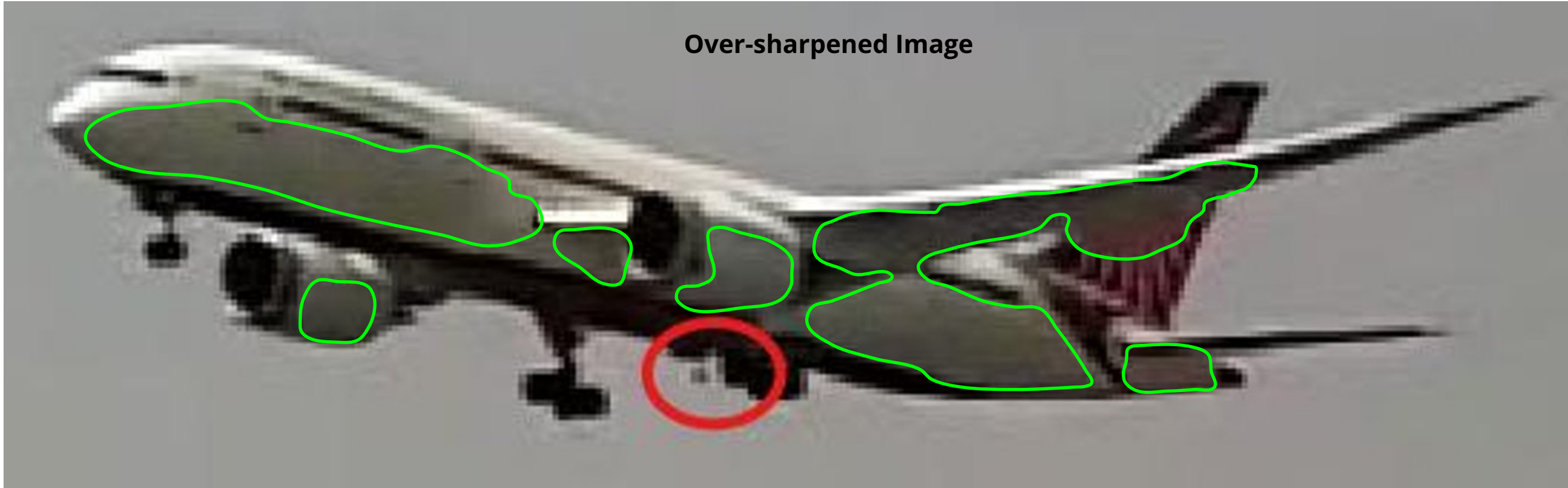
<https://drive.google.com/file/d/1OsxtqCOsSaaaAcRCIKUphOg8sL1ckgnR/view?usp=sharing>

A .pdf copy of the instant submission can be found in my AI-171 repository at GitHub here:

<https://github.com/jerry-D/AI-171>

Exhibit K-8

Over-sharpened Image



Areas enclosed in green exhibit no pixelation, *per se*, and are rich in information beyond just one color