

September 14, 2025

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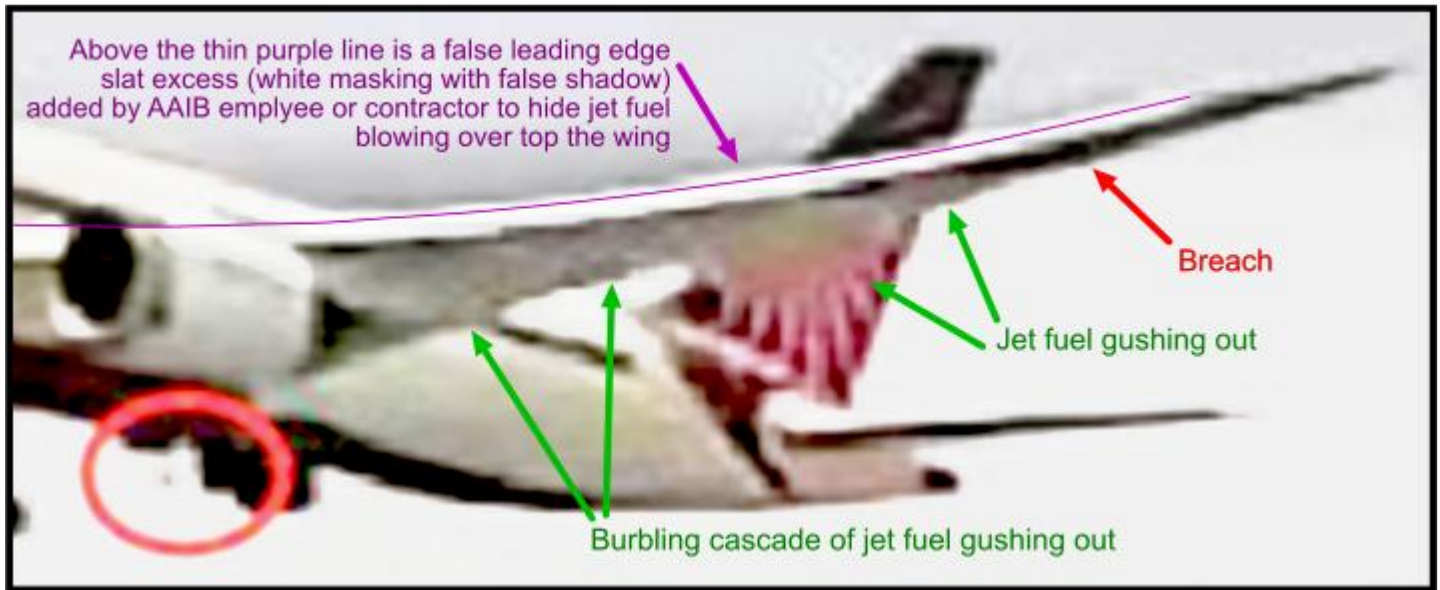
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Incontrovertible Proof AAIB Obfuscated Evidence in its AI 171 “Preliminary Report”

WARNING: The attached Exhibits and enhanced image appearing on the next page may be disturbing and even horrifying to some viewers.

The CCTV screenshot (from CCTV camera #2 located on the southwest end of the runway) and inset image appearing on page 14 and labeled “Figure 15 CCTV screenshot of Rat Deployment” in India’s AAIB “Preliminary Report” were altered by said AAIB to conceal from public view not only the jet fuel gushing out and cascading under and over subject Boeing 787’s left wing, but also the 20 or so meter-long breach in the left wing’s main/surge tanks when the leading edge of the top and bottom Carbon Fiber Re-enforced Polymer (CFRP) wing panels separated from their respective spar caps during rotation.

Once you see the enhanced image on the next page, you will understand why AAIB went to great lengths to conceal what really happened on that day.



The enhanced and annotated image shown above speaks for itself. It is very clear that the Boeing 787-8 of Air India 171 suffered a catastrophic failure of its left wing during rotation.

For comparison, attached **Exhibit K-1** shows a cropping of the original obfuscated image as it appears on page 14 of the AAIB “Preliminary Report” and the enhanced and annotated one shown above. Note that the upper half of the vertical stabilizer is completely desaturated of any color, which is why it appears black and devoid of any color. It was cut and pasted over the original to conceal from public view the fact that jet fuel is bubbling out and over the top of the wing during the time that frame was captured by CCTV #2.

Exhibit K-2 is a short animated .GIF showing, in slow motion, the original image obfuscated and released by AAIB being enhanced to bring out the detail shown in the above image. It can be downloaded from my GitHub repository at the following link:

https://github.com/jerry-D/AI-171/blob/main/Exhibit_K-2.gif

Attached **Exhibit K-3** compares the above enhanced image with seven other Boeing 787s as a sort of study to get an idea of what a Boeing 787 from that angle should look like. Exhibit K-3 makes it very clear that the left wing of Air India 171’s Boeing 787 suffered severe damage during rotation.

For those not familiar with Boeing 787 wing design, it is in reality a fuel tank that is shaped in an optimal way to provide lift as its secondary purpose. If a top or bottom CFRP wing panel separates from a wing spar cap as it did in this instance, it is no longer a fuel tank, but rather a bucket of fuel being poured out onto the ground.

That breach being pointed to in the image above begins near the wingtip with the leading edge of the bottom CFRP wing panel at Rib 39 and continues all the way back to at least Rib 13 near the left engine mount (see **Exhibit K-4**). That big straw-colored gush of jet fuel under the left wing appears to be located between the two outer control fairings, which can't be seen because they are submerged in said gush of jet fuel.

Exhibit K-5 shows an example of early stages of wing testing at Boeing. Here you can see what a catastrophic failure of a CFRP wing panel looks like in terms of delamination and disintegration as a result of extreme fatigue.

Exhibit K-6 is an animated .GIF showing stabilized original and enhanced Frames [17:11] through [17:23] (for a total of 9 frames) being played in sequence in auto-repeat mode. These frames are from CCTV #1 situated roughly 1.4 miles northeast of CCTV #2 on the same side of the runway near its center. In particular, the sequence shows not only jet fuel cascading under the left wing like Niagara Falls, but also jet fuel dispersing over the top of the left wing in wide swaths. It can be downloaded from my GitHub repository at the following link:

https://github.com/jerry-D/AI-171/blob/main/Exhibit_K-6.gif

In fact, there is so much jet fuel dispersing over the top of the left wing that it appears as if the wing has lost 20ft off its wing tip as shown in Frame [17:17]. In Frame [17: 18], there is so much fuel cascading over the top of the wing near its center, it appears as if the left wing has been cut in half, in that it looks like a white wingtip protruding from a white cloud in the middle of the left wing.

Frames made from stabilized and unenhanced croppings from CCTV #1 footage obfuscated before release by AAIB are displayed in parallel with their enhanced versions mainly so you can see to what lengths AAIB employees and/or contractors undertook to conceal from public view what a catastrophic failure of a Boeing 787 left wing after rotation looks like.

Exhibit K-7 is a poster-sized panel made from the 9 frames of Exhibit K-6 above, laid out in sequence. Its main purpose is to provide a panel of still images as a means for closer examination of the jet fuel dispersing over the top of the wing, which is the case in all 9 frames.

For comparison and your convenience, here is a link to the 56-second slow motion video of the rotate and lift-off sequence I produced from footage captured by CCTV #1 and subsequently obfuscated by AAIB employees/contractors before releasing them to the public:

<https://www.youtube.com/watch?v=jjwNkoa-KCU>

Note that prior to rotation, there is no “dust”, “smoke”, or jet fuel billowing out from under the left wing. Notice how it is not until after the nose comes up that the jet fuel is seen being dispersed from the left wing, falling and then splashing back up into the air upon impact with the ground.

This sequence is annotated with timestamps synchronized with the timestamps of events stated in subject AAIB “Preliminary Report”. On page 14, subject report states: “The aircraft achieved the maximum recorded airspeed of 180 Knots IAS at about 08:08:42 UTC”.

For the maximum airspeed of “180 Knots IAS” to have been achieved at “08:08:42 UTC”, fuel had to have been cut off anywhere from 2-4 seconds prior, due to the well-known phenomenon of “residual thrust” characteristic to large high-bypass turbofan engines such as those employed by the Boeing 787.

This means that a fault in the left tank must have been detected by FADEC “at least” 2-4 seconds prior to achieving the “180 Knots IAS”, wherein FADEC, acting under its own authority, cut fuel to both engines as a safety measure probably because said fault happened during rotation when both main landing gear were still in contact with the ground (i.e., prior to lift-off).

For similar reasons, when subject AAIB “Preliminary Report” on page 14 states: “RAT hydraulic pump began supplying hydraulic power at about 08:08:47 UTC”, it means that the RAT had to have been “deployed” at least 4 seconds prior, because that is about how long it takes for the RAT to stabilize and come online, once deployed.

Subject AAIB “Preliminary Report” further states that: “The Vr speed (155 kts) was achieved as per the EAFR at 08:08:35 UTC”. This is the reference point used for synchronization not only in the above video referred to as **Exhibit H-1** in a previous submission, but such reference point is also used in the poster-sized layout of AMD detailing each event as it unfolded, in timestamped synchronization with subject AAIB “Preliminary Report”.

Said poster-sized event reconstruction & layout of AMD is referred to as **Exhibit H-2** in a previous submission and can be downloaded using the following link:

https://github.com/jerry-D/AI-171/blob/main/Exhibit_H-2.pdf

Conclusion:

Based on the proof presented herein, it is now incontrovertible that the Boeing 787-8 of Air India 171 suffered a catastrophic failure of its left wing during rotation. FADEC detected the

fault and acting on its own authority cut fuel to both engines during rotation (i.e., prior to lift-off) as a safety measure.

Based on “raw” footage from both CCTV #1 and CCTV #2, AAIB became aware of the separation of the leading edge of top and bottom CFRP wing panels from their respective forward spar caps and the subsequent gushing out jet fuel after lift off and, as a result, elected to conceal from public view subject raw footage by obfuscating it prior to releasing subject “Preliminary Report” for public consumption.

Second Request to AAIB

Dear AAIB, please release the “raw” footage captured by subject CCTV #1 and CCTV #2 of the Air India 171 roll, rotate, take-off, and crash sequence.

Final Note

Be aware that some of the Exhibits are poster-sized. Since most browsers will not permit viewing them at widths greater than 8.5 inches, you must first download them and then open them once downloaded.

With deep respect,

/s/ Jerry D. Harthcock

P.S., for your convenience, a .pdf copy of all three communications (including this one) 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/1QjPqOhKG9qUdSpuoDzAKCrXkUT0Ydr9B/view?usp=sharing>

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

<https://drive.google.com/file/d/1hS8iJQQMJg6xTmDWHoEE7cQo97TMsxG5/view?usp=sharing>

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

https://drive.google.com/file/d/1otP3Dzhi8HM_ScPL8fssgU4-iQnz9_iD/view?usp=sharing

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

<https://drive.google.com/file/d/1yVSZ8fF9mzbPu82FyqvlvouA4jJP0Db/view?usp=sharing>

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

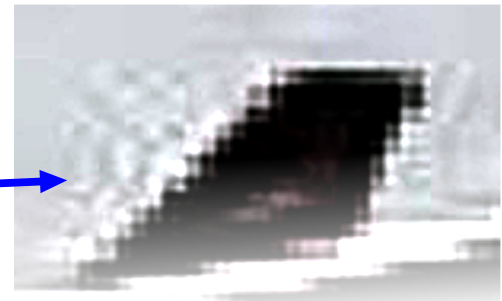
https://drive.google.com/file/d/1lR2mZgVan2MWGaYHRrp_1OxPjE1NLyji/view?usp=sharing

Exhibit K-1

This image is cropped from the main image appearing on Page 14 of India's AAIB "Preliminary Report" released to the public on July 11, 2025. The exploded and enhanced views below it show incontrovertibly that Air India 171 suffered a catastrophic failure of its left wing during rotation, when the forward-facing top and/or bottom Carbon Fiber Re-enforced Polymer (CFRP) wing panels separated from their corresponding forward spar caps, resulting in a 10-20 meter long breach.



Completely desaturated vertical stabilizer upper half, wherein AAIB personnel cropped and pasted over jet fuel spray appearing in original CCTV#2 frame



Above the thin purple line is a false leading edge slat excess (white masking with false shadow) added by AAIB employee or contractor to hide jet fuel blowing over top the wing

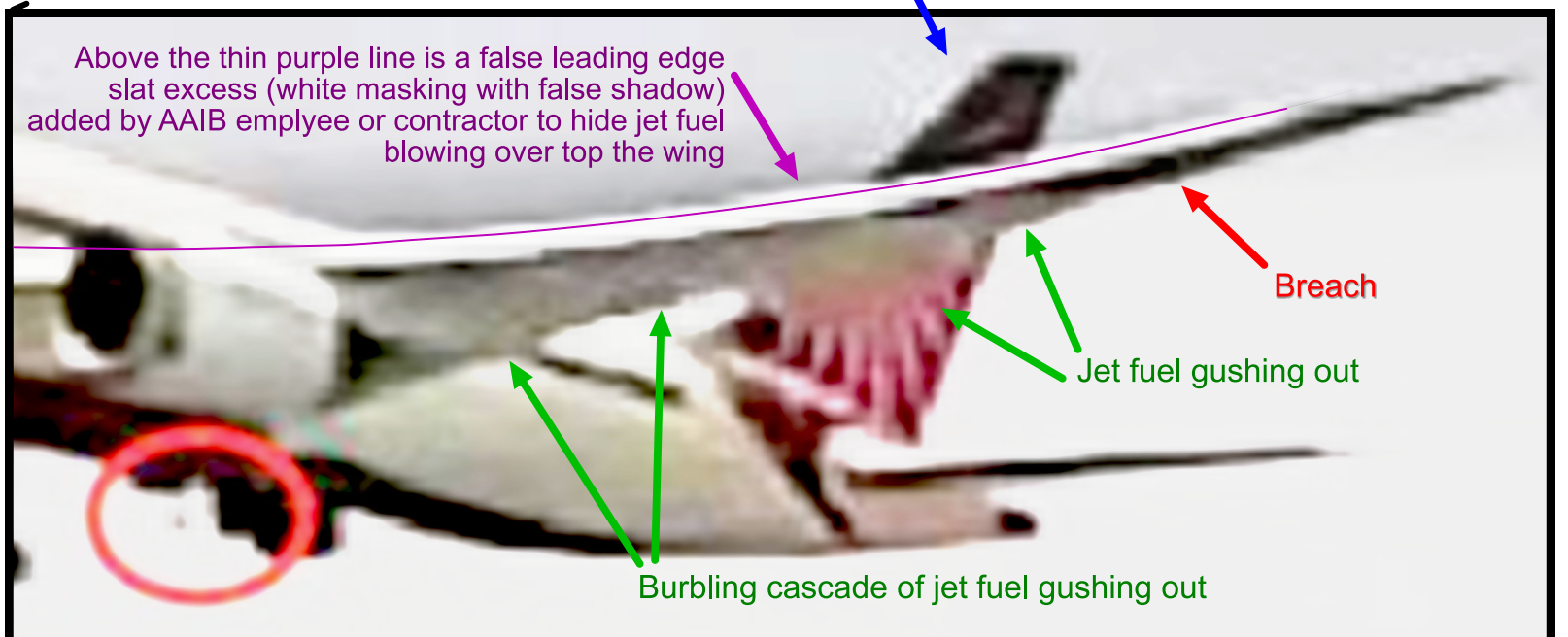


Exhibit K-3

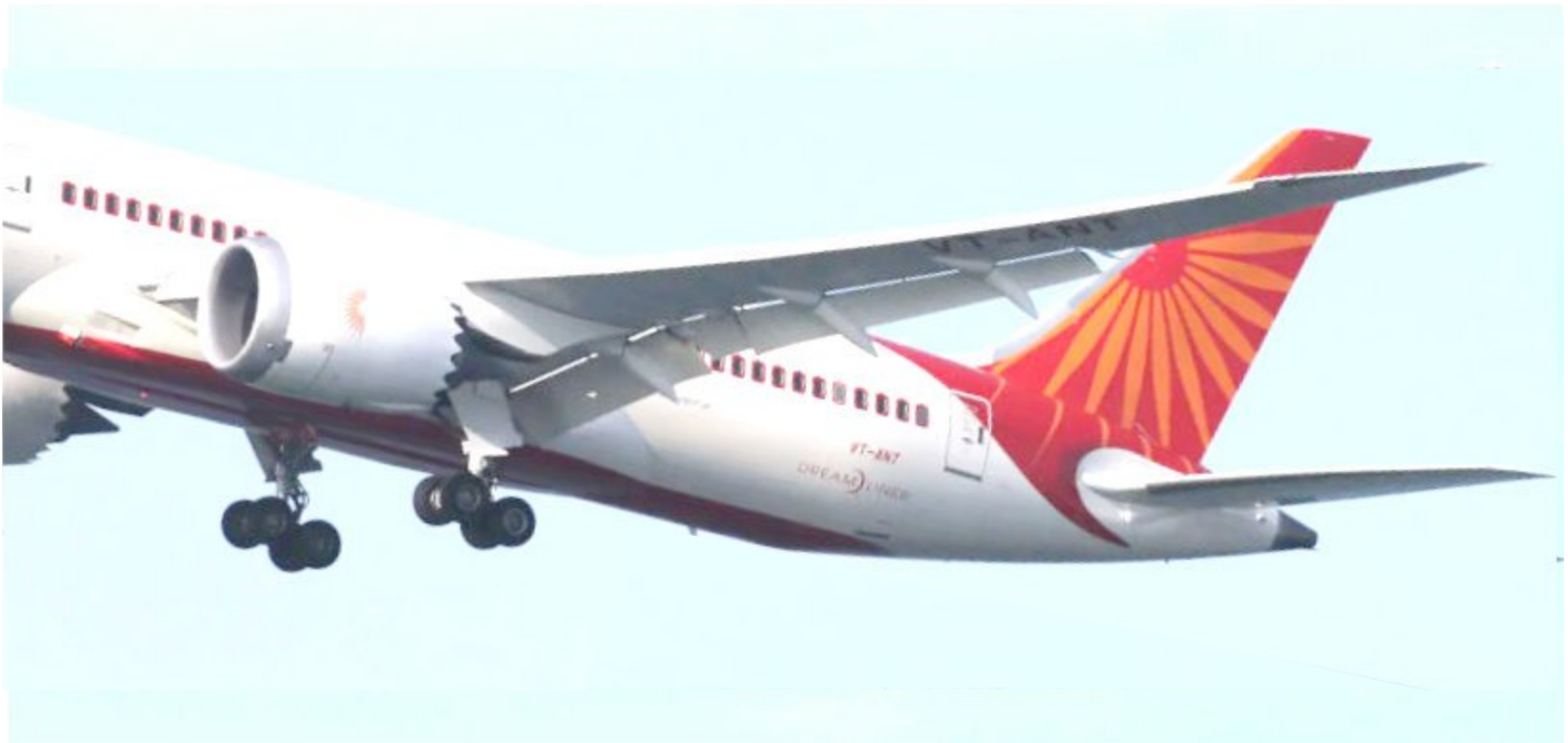
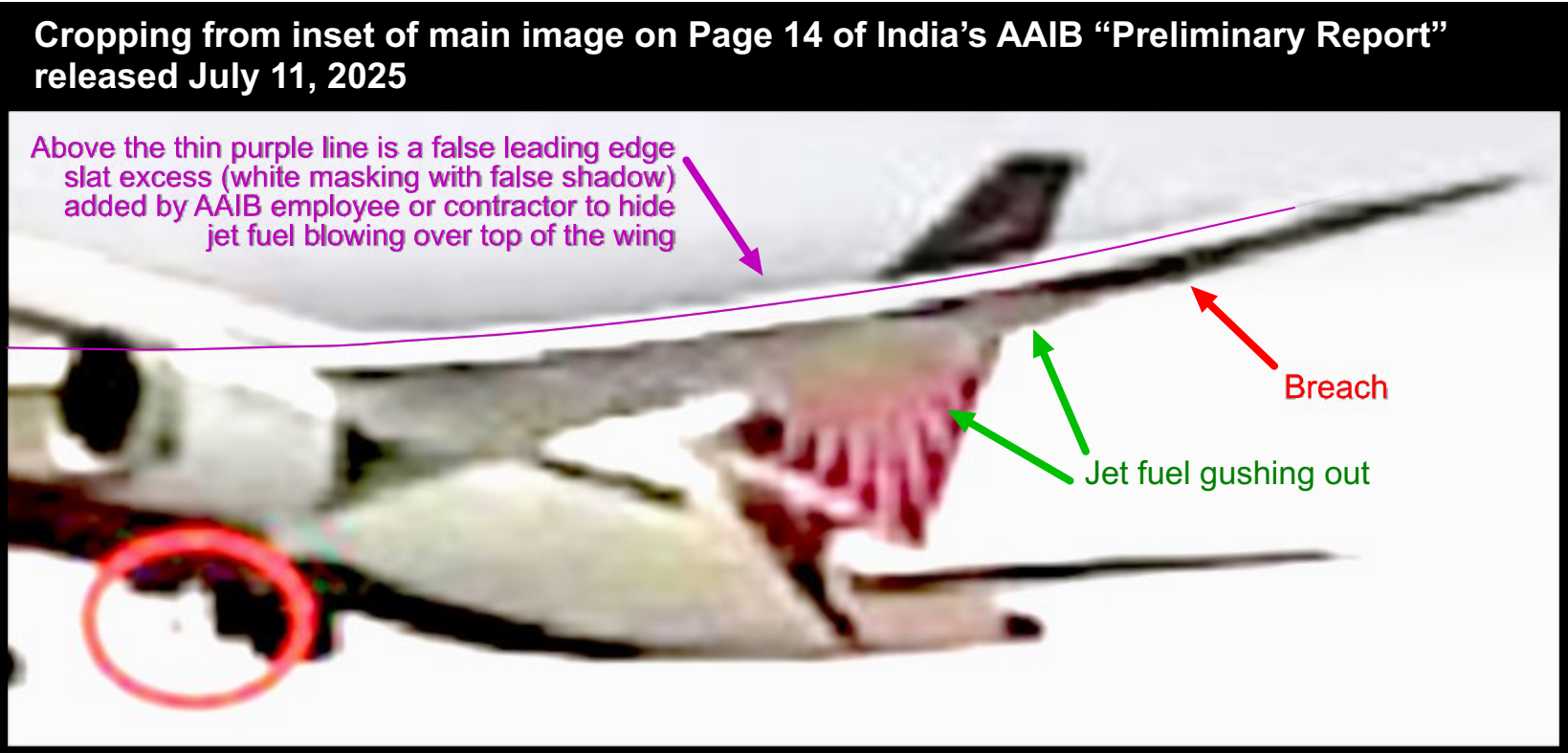
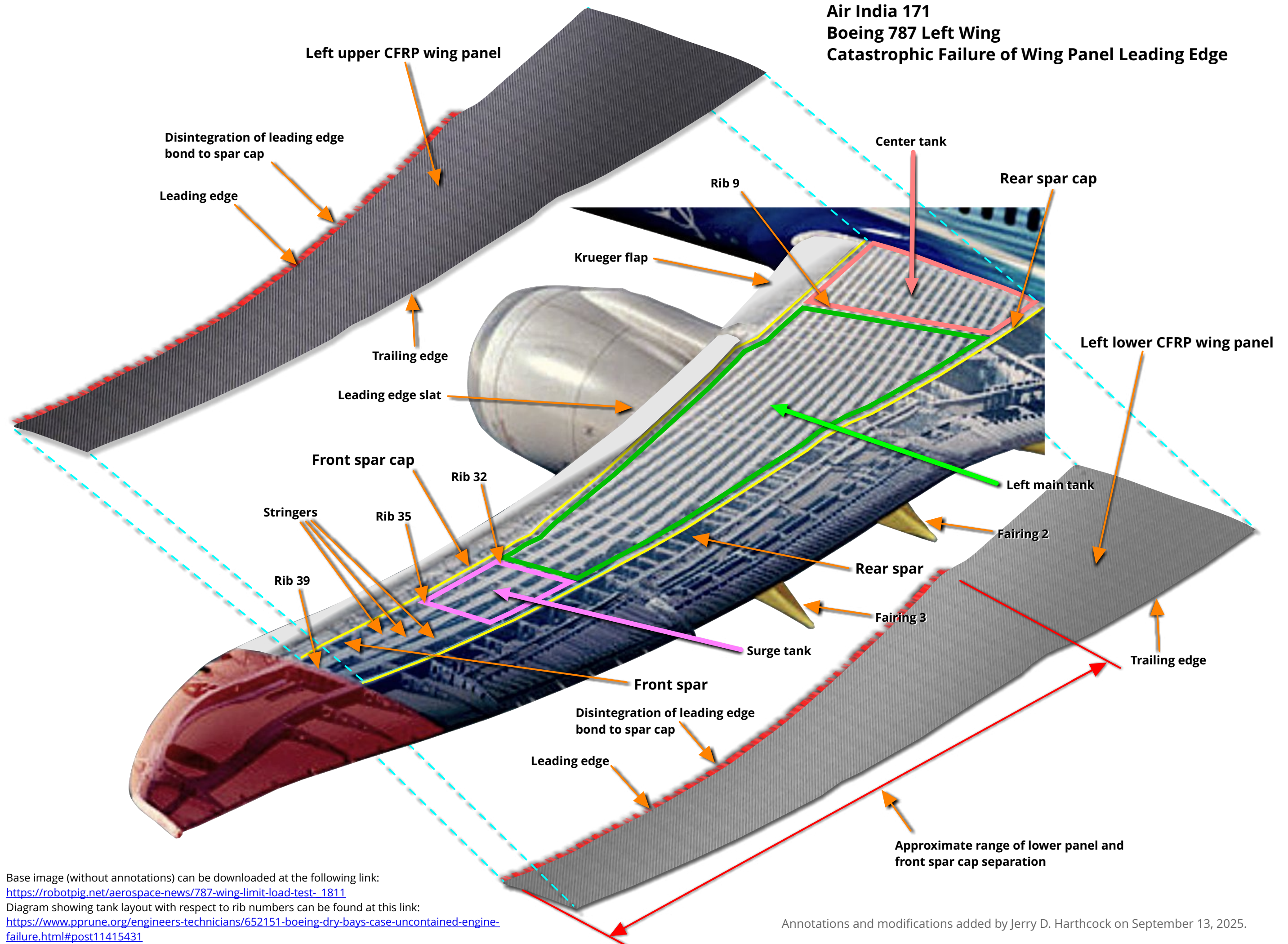


Exhibit K-4

Air India 171 Boeing 787 Left Wing Catastrophic Failure of Wing Panel Leading Edge



Base image (without annotations) can be downloaded at the following link:

<https://robotpig.net/aerospace-news/787-wing-limit-load-test-1811>

Diagram showing tank layout with respect to rib numbers can be found at this link:

<https://www.pprune.org/engineers-technicians/652151-boeing-dry-bays-case-uncontained-engine-failure.html#post11415431>

Annotations and modifications added by Jerry D. Harthcock on September 13, 2025.

Exhibit K-5

Carbon Fiber Re-enforced Polymer (CFRP) wing panel



Spar cap

Catastrophic failure of Carbon Fiber Re-enforced Polymer (CFRP) wing panel showing severe delamination and fracture due to fatigue

Spar
Mechanical fastening to spar cap

The above unannotated photo and description can be found at the following link:

<https://www.flightglobal.com/picture-boeing-completes-destructive-test-on-787-wing-box/83930.article>

Exhibit K-7

