

June 28, 2012

Mr Tom Watson
Culture, Media, and Sport Committee
House of Commons
London
SW1A 0AA

Dear Mr Watson,

This letter is in reference to CT 1200078 and the BBC's coverage of the 9/11 attacks in general.

My name is Dwain Deets, a core member of Pilots for 9/11 Truth and a member of the 9/11 Consensus Panel.

I am retired after 37+ years with NASA Dryden Flight Research Center at Edwards, California. My engineering speciality was flight controls. Later in my career, I became Director of Research Engineering, and then Director of Aerospace Projects Office. I received the NASA Exceptional Service Award, and am in "Who's Who in Science and Engineering."

Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe who have gathered together for one purpose. They are committed to seeking the truth surrounding the events of the 11th of September 2001. Their main focus concentrates on the four flights, maneuvers performed and the reported pilots. They do not offer theory or point blame at this point in time. However, they are focused on determining the truth of that fateful day based on solid data and facts.

The 9/11 Consensus Panel has as its purpose to provide the world with a clear statement, based on expert independent opinion, of some of the 'best evidence'¹ opposing the official narrative about 9/11. The goal of the Consensus Panel is to provide a ready source of evidence-based research to any investigation that may be undertaken by the public, the media, academia, or any other investigative body or institution.

Under its Royal Charter and Agreement, the British Broadcasting Corporation (BBC) has a requirement to present fair, accurate, and impartial information. The BBC's Editorial Guidelines include Editorial Values² that commit the BBC to truth, accuracy, impartiality, editorial integrity and independence, fairness, transparency and accountability. They "apply to all our content, wherever and however it is received." The Editorial Values also require the BBC to "ask searching questions of those who hold public office and others who are accountable, and provide a comprehensive forum for public debate" and to, "be rigorous in establishing the truth of the story and well informed when explaining it."

¹ <http://www.consensus911.org/what-is-best-evidence/>

² <http://www.bbc.co.uk/guidelines/editorialguidelines/page/guidelines-editorial-values-editorial-values/>

By committing to these the BBC has set a high standard for the quality and integrity of its news which, if followed, would allow the BBC to earn credibility worldwide as a trusted news source. No American news organization operates under comparable Editorial Guidelines and Values.

Unfortunately the BBC has not adhered to these requirements in the documentaries that the BBC has aired about 9/11. In fact, the BBC has presented information that is scientifically inaccurate in support of the official version of the events at the World Trade Center that day while failing to include scientifically accurate information which validates the conclusion of experts described below that the alleged hijacker pilots could not have flown the planes as described in the official explanations.

Over the past few months, the BBC has been reviewing complaints lodged by three individuals - Paul Warburton, Adrian Mallett, and Peter Drew (collectively, the "complainants") - with the BBC over two of the documentaries that the BBC showed last year to coincide with the tenth anniversary of 9/11: "Conspiracy Files: 9/11 Ten Years On" and "9/11: Conspiracy Road Trip."

I support the positions that the complainants have taken with regard to the following:

Regarding the Amateur Pilots segment, the overall message showing how easy it is for novices to land an airplane was misleading in the extreme. There is absolutely no comparison between the landing task shown in the documentary, and what would have been required of the alleged hijacker pilots. The three main areas of difference would be the task, and the cockpit environment, and the availability of expert verbal guidance.

The task shown in the segment was that of landing a general aviation plane on a runway. It was set up to the proper approach flight conditions by the instructor pilot, Robert Hardlow. As Hardlow said, "all they had to do is fly straight and level to the target." The target in this case is the width of the runway, whereas, the target for the hijacker pilots would be the width of the towers. Assuming the task of steering the light airplane at approach speed to a general aviation runway is similar to that of a 767 approaching a wide-body runway, the task of flying the much higher speed Flight 175 towards the South Tower would have been much more difficult. The "official speed" of Flight 175 was 3.35 times higher than the standard 767 approach speed. Although the towers are 40% wider than a wide-body runway, the apparent closure rate (expanding visual angle) to the target would be 2.4 times as fast. This requires much quicker correction of errors, known technically as higher pilot-in-the-loop bandwidth. The other increase in task difficulty over that of the straight-in approach, at least for Flight 175, was the descending turn and pulling out of the dive at precisely the right time, a multi-axis task.

The cockpit environment aspect is a very important difference. Whereas, the student pilot experienced a benign environment, "a few light bumps" according to Hardlow. Whereas, Flight 175 would be subjecting the pilot to g-loads as it pulled out of the descending turn. The high speed, considerably beyond the design limits (raising many questions in itself), would have been causing severe vibrations and noise. Annoying warning sounds would be going off.

Hardlow provided expert verbal guidance during the segment. His words to the first-time pilot, "bring the stick back a hair -- bring the nose up to the horizon." Thus, the student didn't even have to think about one major aspect of piloting the plane, or even know anything about it. In effect, the student only had the single-axis task of steering the airplane, another indicator that the

task for the student was much easier than the multi-axis task for the hijacker. An alleged hijacker pilot, on the other hand, would be totally on their own. No expert pilot was sitting in the other seat, watching for any flight parameters getting out of hand, and then talking the hijacker pilot back to some nominal path.

On this specific issue, I give my full support to the complaints that have been lodged with the BBC by Mr. Warburton, Mr. Mallett, and Mr. Drew.

In addition, I would point out that the BBC has failed to present to the public a huge amount of other evidence, which clearly contradicts the official explanations regarding the four commercial planes. The official story that the public has been given about what happened on 9/11 is not based on hard evidence. I will begin with points of best evidence issued by the 9/11 Consensus Panel:

1. Regarding the official claim regarding hijacked passenger jets³ -

Pilots are trained to “squawk” the universal hijack code (7500) on a transponder if they receive evidence of an attempted hijacking, thereby notifying FAA controllers on the ground. But leading newspapers and the 9/11 Commission pointed out that FAA controllers were not notified.

A CNN story said that pilots are trained to send the hijack code “if possible.” But entering the code takes only two or three seconds, whereas it took hijackers, according to the official story, more than 30 seconds to break into the pilots’ cabin of Flight 93.

The fact that not one of the eight pilots performed this required action casts serious doubt on the hijacker story.

2. Regarding the official claim that Flight 93 crashed near Shanksville, Pennsylvania⁴ -

Residents, the mayor, and journalists near Shanksville reported that no airliner was visible at the designated crash site; that contents were found as far as eight miles from the designated crash site; and that parts – including a thousand-pound engine piece – were found over a mile away.

3. Regarding the official claim regarding Hani Hanjour as Flight 77 pilot⁵ -

Several former airliner pilots have stated that Hanjour could not possibly have maneuvered a large airliner through the trajectory allegedly taken by Flight 77 and then hit the Pentagon between the first and second floors without touching the lawn.

³ <http://www.consensus911.org/point-flt-1/>

⁴ <http://www.consensus911.org/point-flt-2/>

⁵ <http://www.consensus911.org/point-pent-3/>

Russ Wittenberg, who flew large commercial airliners for 35 years after serving in Vietnam as a fighter pilot, says it would have been “totally impossible for an amateur who couldn’t even fly a Cessna” to have flown that downward spiral and then “crash into the Pentagon’s first floor wall without touching the lawn.”

“Former Vietnam Combat and Commercial Pilot Firm Believer 9/11 Was Inside Government Job,”⁶ Lewis News, January 8, 2006.

Ralph Omholt, a former 757 pilot, said: “The idea that an unskilled pilot could have flown this trajectory is simply too ridiculous to consider.”

In addition to these points of best evidence, there are a large number of questionable items that can only be resolved through an objective independent investigation.

The crux of the problem revolves around the lack of flight data recorders (FDRs) from the four airplanes. This is very perplexing in that FDRs are designed to be recovered from aircraft accidents. But, the two FDRs at the meticulously sorted WTC site, mysteriously did not show up. Likewise, the two cockpit voice recorders (CVRs) reportedly were not found. And the FDRs that were recovered at the other sites have questions of authenticity. One recovered unit is from Flight 77. But, this FDR did not have the required data in its memory to prove that it was installed in the airplane in question⁷. The zeroes in this memory location actually proved it wasn’t in any airplane when it last recorded data.

If the fact is that it wasn’t in an airplane when it last recorded data, what sense can be made of what was recorded? Nothing can be made of it. Period. But the official explanation draws from a good share of the records contained therein, and presents them as if they are factually correct.

However, there are some records contained within that are either not factually correct, or extremely problematic. One is that the records show the cockpit door did not open for the duration of the flight. Another is the airplane flew at an altitude high enough to pass over the Pentagon.

The other recovered FDR came from Flight 93. However, the information released by the National Transportation and Safety Board (NTSB) did not contain data positively linking it to the airplane, United 93. Furthermore, the flight data that was provided does not support observed events⁸, the topic of best-evidence point 2, above.

Another problem, most dramatic in the case of Flight 175, is that the officially measured airspeed was so much higher than the design limits, that it raises serious questions as to its authenticity. The NTSB reported the speed just before impact as 510 knots. This is well beyond the Boeing 767-200’s low-altitude maximum operating velocity of 360 knots, and maximum dive velocity of 410 knots. There has been no official spokesperson, either from government, plane manufacturer, or airline, who has offered an explanation for the large discrepancy.

⁶ <http://web.archive.org/web/20070129085631/http://www.lewisnews.com/article.asp?ID=106623>

⁷ <http://pilotsfor911truth.org/Dennis-Cimino-AA77-FDR.html>

⁸ http://pilotsfor911truth.org/UA93_Press_Release.html

In sum, there is an enormous amount of information available about the flights of the commercial airplanes on 9/11 that the public has not been shown by the BBC. I submit that the BBC must present this vitally important information to the public fairly and objectively in order to honor its Royal Charter, Editorial Guidelines and Editorial Values. **I respectfully request:**

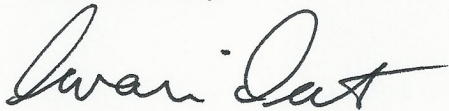
#1) that the BBC meets its obligations to present this issue fairly and objectively,

#2) that the Culture, Media and Sport Committee meet with Mr. Drew, Mr. Warburton and Mr. Mallett to allow them to present their arguments and evidence and answer your questions, and

#3) that the Culture, Media and Sport Committee conduct its own investigation into bias by the BBC in its coverage of the 9/11 attacks.

If you will be so kind as to reply I will know that you received this letter.
My email address is dadeets@cox.net

Yours sincerely,

A handwritten signature in black ink, appearing to read "Dwain Deets". The signature is fluid and cursive, with a long horizontal stroke at the end.

Dwain Deets
Core Member, Pilots for 9/11 Truth
Member, 9/11 Consensus Panel

Copied to:

All members of the Culture, Media, and Sport Committee
BBC Editorial Trust