

(sent thru CPGRMS & e-mails)

Ref.AUM/AI-171/Reason: 1317

Dated 13 Aug., 2025.

Director General of Civil Aviation,  
New Delhi, India.

Respected Sir,

**Sub: APPEAL towards probable reason of AI-171 Mishap on 12 Jun, 2025.**

With due respect, I humbly draw your kind attention towards an early imperative need to resolve uncalled speculation over the probable 'CAUSE' of the flight AI-171, VT-ANB mishap at Ahmadabad. I feel it necessary to bring forth early awareness among global Aviators, **to prevent such recurrence**. Most humbly, I submit my personal initial observation about cause(s) of same, with sole purpose to earn the approval of your good authority towards providing me a copy of EAFR-FDR/CVR data readouts/audio of the said flight, as follows:-

1. I am ex-Air India pilot, aged 72, retired in year 2007 was initially trained by DGCA's flying training school CATC/CFS, in year about 1973. I feel that Citizens & Pilots participation is essentially required to prepare them more towards Pro mindedness and make them aware about cause of this mishap. The spirit of fair-play in organizations need be enhanced. I am academically/technically qualified (B.E.), professionally competent as airline pilot and an expert based upon my past outstanding credentials, described herein.
2. I have dwelled upon some observations with regard to probable cause(s) of the said AI-171 flight mishap. I notice that likely reason of blame has been unwarrantedly shifted to focus more upon Pilot error or suicide. I have taken into much consideration of various factors involved and have prepared an interim-finding with regard to same based upon AAIB facts & media reportage available with me. This flight safety matter pertains to public interest and global aviators who desperately seek to learn about the probable cause(s).
3. The factor of transparency & fair-play have esteemed importance and public of India have fundamental right to seek and avail Justice from the Government of India, at the earliest. **QUOTE:** *Families of the victims of June's deadly Air India crash demanded on Friday the immediate release of the aircraft's two flight recorders, saying delays were eroding their trust in the investigation.* A Media report of 09/08/2025 is as follows: <https://share.google/q1QUHkZWstcQ8gGRp>
4. Moreover, my presentation also contains vital matters which would be of immense value for the onward progress of Civil Aviation and better prospects for our country. My said report is appended herewith as **Annexure 1**, followed by Annexures **2** as an extract from AAIB report. Research--oriented wisdom available within exclusive field of 'Specialized

sciences' much needed towards evolutionary progress for every existence on planet by virtue of proper & suitable applications of same, is appended herewith as Annexure 3.

That, it would be very purposeful for our government to emphasize importance of developing the art of control over human mind, innovative professional skills and fair practices, as much emphasized by various ancient scriptures towards getting grips with its contained profound wisdom; available before human mind & intellect faculties. By virtue of availing of such elite knowledge could enable one to excel in every field of action in life, towards living & enjoying a more purposeful lifestyle, as practised/demonstrated by great sages in past, all over planet.

With best regards,

Capt. P.N. Sharma. (Retd.)  
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Copy to :

1. Mr. Narendra D. Modi, Hon'ble P.M. India with a humble prayer to please help guide the global public with your much-admired potential of talented wisdom and esteemed commitments made. The good global citizenry and our weary planet, look forward towards Your Excellency's guidance as a true global Messiah and a Leader.
2. Air India, AAIB & others having relevance to the present mishap: It is much regretted to state that Indian Aviation is undergoing vast adversaries and hardships, which need be collectively resolved towards welfare & progress of Civil Aviation in India.

**Disclaimer:**

*The contents of my appended humble presentation is only an attempt to determine probable cause(s) of said mishap, in good faith & sole objective of raising safety awareness among aviators and the general public. This document and its contents are provided strictly for informational and educational purposes. The analysis herein represents my independent, personal, and non-official assessment of the referenced incident, based on available AAIB & media information. It is not, and shall not be construed as, an authoritative, official, or final determination of facts, causes, or responsibilities upon anyone, whosoever is concerned.*

*All statements, observations, or opinions expressed herein are made without prejudice and without any intent to defame, discredit, or assign blame to any individual, organisation, or entity. Any resemblance to actual findings, determinations, or positions of official investigative bodies would be purely coincidental. The contents of said document would remain null & void, if sought airplane recorders' data is not provided to me or/and used for any other purpose without my approval, as I only defend that which is TRUE. A more detailed legal disclaimer with regard to this presentation is annexed herewith as **Annexure 4**.*

**PROBABLE REASONS FOR AI-171 MISHAP AT AHMADABAD ON 12 JUN 2025.**

With ongoing media & AAIB reports available, I humbly present my following submissions based upon my past attainments. The contents herein would only be verified & confirmed with actual EAFR/FDR & CVR audio recordings, before submitting as Final observation. This document presents an expert's analysis and insights pertaining to fatal mishap of flight AI-171 on June 12, 2025, focusing on potential technical design flaws and dire need for Transparency with Investigation. I emphasize that the objective of this document is mainly to prevent future such recurrence. My humble contribution herein reflects commitment for enhancing flight operations through technical expertise, training, innovation and fair administrative practices. I firmly deplore any such prevailing assumptions about the fatal accident which could unfairly reflect towards biased interpretations: -

**A. My professional background:**

I am an ex- Air-India pilot with matchless credentials, as on record, also available with Delhi High Court (**DHC**), in my ongoing suit. I Possess about 16,000 hours of flying experience with incident/accident-free record, flown DC-3, HS-748, Boeing 737-200 & Airbus A-320 type airplanes. Before joining airline in 1979, I was engaged with scientific flight operations for ISRO Trivandrum, SAC Ahmedabad & NRSA Bangalore. I also performed Cloud-seeding operations in Gujarat by aerial spray method to fetch Rains, by DC-3 airplanes. I possess an unblemished clean record of bearing a good moral character, which is an extremely esteemed obligation for any civilized society or an organization to progress in proper direction towards — higher planes of consciousness.

**B. My Technical expertise:**

1. I detected TWO design defects with Airbus A-320 airplanes supplied to Indian Airlines and also provided Airbus Co. with my expert technical analysis & valuable suggestions as to how to rectify the said residing defects. One was in year 1988 regarding the Main Hydraulic System problem & other in Jan. 2007 pertaining to the A-320 airplane's faulty OWL & GA (Over Weight Landing & Go-Around) FCOM published procedure, as follows:-

- a) Airbus SAS of France had admitted both the said defects in writing, and also affirmed all suggestions made by me to rectify them as correct and viable. It was almost impossible to convince Airbus Co. as they remain too rigid about their airplane design & performance. Their experts carried various investigations and special Test flight to ascertain the veracity of my observations, with regard to the 1988 hydraulic problem pointed out by me and at the end of its conclusion, Airbus Co. of France also thanked me for my inputs.
- b) Till year 2007, I was the only expert in the airline with proven credentials, as applicable. DGCA or airline expertise were unable to resolve both the aforesaid complex issues, at that time. Hence, in interest of flight safety I had to approach the manufacturer Airbus Co., France, for their expert opinion. All relevant records are yet available with me and also at (DHC). There was no designated expert in the airline as none other was qualified enough or competent for such intricaded issues in aviation. The prevailing anarchy in airline management found me tough to overturn, as I would always rebel against the wrong-doers.
- c) I most humbly submit that I mainly handle only complex aviation or other problems, within my capability, which none else can resolve easily. I am pleased to state that I have the answer to the AI-171 mishap which could attribute more towards airplane technical design based upon AAIB & media reports. I will only confirm my findings after going thru the CVR/FDR data as evidence; to prove reliability of my said submissions, in this extremely bizarre & intricaded matter.
- d) I prepared an A-320 Training Manual for type endorsement & recurrent training for pilots. I also presented various other valuable professional articles for aviators, few of them are yet available at my humble site. I mainly dwell upon such elite stuff which are extremely purposeful, by a unique process of enhanced amalgamation of an individual's capability with Divine intercessions.
- e) I have knowledge with practical experience of handling electrical/electronic components, circuits, solid-state devices, instrumentation, carpentry, dentistry & more, acquired out of creative intelligence, during my spare time, as hobbyist.

## **2. Advanced Flight Operations — presentation:**

- a) I presented the modern Aviation world with the most comprehensive Training Guide about advanced knowledge pertaining to 'Fog-Flight Operations' during Low-visibility conditions, also known as CAT II/III operations in modern Civil Aviation. The guide may be considered as best piece of elite wisdom available in the aviation-world; showing expertise of exclusive Professionalism. The same yet remains extremely purposeful, making it valuable & most reliable in aviation.
- b) The said guide and its authenticated letter by Airbus Co. can be seen in the Aviation section at my site [www.divinekripa.in](http://www.divinekripa.in) (as CAT2 & CAT 3 Wisdom). The said CAT II/III guide is highly beneficial for pilots' initial & recurrent training. The guide was thoroughly examined and commended by Airbus Co. France, which rarely affirms external contributions unless its contents are highly worthy, valuable & superior to their own published materials, in global aviation arena. The said Guide could enhance pilot performance during challenging Foggy & low visibility weather conditions, along automatic landings, by A-320 airplanes.
- c) I also fought for pilots with court-battles against foul-play, as sheer victimization prevailed in the airline due unwarranted & prejudiced administrative practices. I struggled tooth & nail to get an Appeal system established in airline, as pilots were victimized by unruly & dominating seniors. None dared to complain against their various ongoing unlawful & immoral activities in airline, but me.

## **3. Aircraft incident/accident investigations on basis of FDR/CVR outputs:**

- a) In year 1984, I had dwelled upon the FDR readout regarding an incident where a pilot willfully endangered flight safety by improper conduct of flight operation and disrespect to SOPs. Immoral vices & associated administrative deficiencies such as anarchy, foul-play, nepotism, sycophancy etc. persisted at that time in Indian Airlines. Relevant documents are available at (DHC) and also with me.  
*[The above said evil practices were severely ruining the airline. I shall expose and highlight about its ill-effects in organizations, in another article soon].*

- b) I investigated & participated in the 'Court of Inquiry' with regard to a B-737-200 fatal mishap at Ahmedabad in 1988 on behalf of airline's Pilots' Association (ICPA). My presentation of the case was an example of extreme professionalism, as on record whose documents are still available with me, just in case required.
- c) That, because of my professional expertise I was also requested to provide evidence by a court of Inquiry with regard to investigation of a fatal Airplane crash at Guwahati in 1988. The said inquiry document is available with (DHC).

**4. My qualification, initial Pilot Training, office assignments & research:**

- a) I am a graduate in Aeronautics besides an airline pilot (Retd. Aged about 72). I was trained by a very special DGCA flying training school at CATC/CFS at Allahabad/Hyderabad, in about 1973. I humbly state that I was most qualified & competent in the airline in year 2007 — which could also be ascertained by my humble submissions presented herein, with clear & most purposeful intention.
- b) I was made in-charge of the Flight Safety Department, N.R. of Indian Airlines and was performing my duty & responsibilities to the best Pro standards towards safe & efficient flight operations. I was very firm, without bias, in dealing with wrong-doers who could jeopardize flight safety or ignore SOPs, as per records also available at DHC. My such straight forward disciplined attitude, especially towards higher flight operations standards, was disliked by some senior officers who had ulterior self-oriented objectives, which ultimately marred the airline.
- c) Digital Cockpit Innovation: I introduced the modern concept of digital/ paperless cockpits in the airline by virtue of using laptops/iPads for quick and efficient access to documents by airline pilots, thereby improving operational and training standards towards flight operations, much needed as modern concept.
- d) I was subjected to extreme case of foul-play, anarchy, in-justice, mental suffering when I detected a design fault with A-320 in 2007. My persistent effort to have the defective procedure rectified resulted me with Crimes against Humanity. The court case is going on at DHC since year 2007. I shall put up the same in a post

at my site, with evidence. All concerned would be shocked to learn, as to what degree of evil practices were going on in the Erstwhile Indian Airlines/Air India.

- e) Since past about 45 years, I yet remain very much engaged with advanced research in the elite field of Specialized Sciences (*Vedic Science*) by virtue of which one can achieve a closer proximity with God. By advantage of such exclusive attainment, it becomes possible for one to enhance one's creative intelligence and also avail necessary intercessions, as and when needed from God towards help & transformation of every life upon our weary planet. Various veiled secrets of nature can be unveiled and availed towards deemed applications, by virtue of such realization. Such precious wisdom is available within human reach, but only accessible under realms of higher consciousness.

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### **C. AIR INDIA AI-171 MISHAP INITIAL INVESTIGATION:**

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The recent B-787 flight **AI-171** mishap has become much viral as all concerned are desperately wanting to know the Truth behind its cause. At present, with very limited available inputs with me, I can only humbly submit as follows:-

1. This case may not be attributed towards any chance of a suicide attempt by Pilot:
  - a) Moreover, such crucial medical aspects should not be suggested aimlessly but only be well investigated/commented by approved aviation medical experts such as CME(IAF) & IAM who conduct stringent medical exams for airline & IAF pilots.
  - b) As common-sense, if a pilot decides to commit suicide, he would rather choose other easy ways or by diving an airplane into ground from high altitude to ensure 100% certainty of his death or alike 9/11 Twin Towers tragedy. Instead, in this case, any pilot would be aware that such crashing by such way as in case of AI-171 immediately after take-off; could have about 90% probability of his survival, to bear dire consequences — he would have never chosen this worthless method.

- c) Note: The images inserted hereafter in present presentation may not be original as in B-787, but are similar, which have been recently availed by kind courtesy of online AI based applications and are suitably modified for illustration purpose only. The same are well enough to express objective of this presentation. For actual said images, the relevant Boeing 787 variants' manuals need be referred.
- d) **Design of FCSs (Fuel Control Switches):** The FCSs as observed from photos of AAIB/media reports appears to be installed on an inclined surface under the thrust lever quadrant, as shown below, making them vulnerable to gravitational forces & unexpected mechanical shock. It could be possible to suggest that vibration/tremor or shudder may have triggered unintended physical movement of said switches simultaneously, from RUN to CUTOFF positions.



Figure 13 Thrust Lever Quadrant & Fuel Control Switch

(Above photo by AAIB Pril. report)

(Above Photo by media reportage)

- e) I raise concern over the quality of the spring-loaded switch design (spring tension, its stop mechanism) and also an issued FAA safety advisory (SAIB No. NM-18-33) that may have been overlooked by the airline authorities, requiring periodical inspection. The advisory FAA circular (SAIB) No. NM-18-33 on December 17, 2018, was taken lightly by the Air India maintenance department. Perhaps they could never anticipate such possible characteristics of the said small but heavy FCS's switches or its associated tiny 'Stops'. Complacency is devastating factor in aviation.
- f) This mishap could have also occurred due to design, location or condition of the airplane's Fuel Cutoff Switches (**FCSs**) or by reason of spurious/stray electrical signal output released by its associated avionics/software — if the pilots had not

either intentionally or inadvertently switched them off physically, as unclearly alleged. The possibility of aforesaid flaw(s) with airplane's Avionics system (i.e. electrical/electronic circuitry & associated software interface) involved between airplane's FCSs and the Fuel Shut-off valves of engines cannot be ruled out, as an un-commanded signal could be possible, as commonly experienced at home with electronic gadgets which require them switching Off then On, as a normal reset.

- g) The possibility of other unexpected reasons would be confirmed after carefully listening to the ill-fated airplane's pilots' genuine recorded conversation amongst them & ATC. Also, inputs about ambient noises recorded by virtue of airplane's CVR/area Mic & pilots' headphones —as a theory of a 'Bang/Thud' noise was heard inside airplane during initial lift-off phase accompanied with flashing of cabin lights as reported by sole survivor and media reportage; need be examined.

## 2. About various attributions & related misc. aspects:

- a) The intention for any such airplane accident inquiry contains objective towards prevention/recurrence of such future mishap, as in this case, especially with regard to an unexpected physical transition/movement of Fuel Control Switches (FCSs) due to lack of much supporting evidence available now, to unveil the same.
- b) There is absolutely no reason for pilots to have either deliberately or inadvertently (physically) moved the Fuel Control Switches (**FCSs**) out of its RUN position to CUTOFF position, especially; at such a critical time when both pilots were fully engaged to concentrate & monitor every aspect inside the cockpit by virtue of using their peripheral vision also. The CVR's complete recording will positively reveal the Truth about this unprecedented & mysterious occurrence in cockpit. I reiterate that I could emphasize more about the role of the said RUN & CUTOFF Switches(FCSs) but ONLY after receiving a copy of CVR/FDR (EAFR data), as being humbly sought herein by virtue of the present presentation before all.
- c) The airplane CVR (Cockpit Voice Recorder) has several channels which could also reveal if the Pilot had asked for "Landing Gear-up" or not, soon after getting airborne, as a normal procedure. And, also a reason as to why the landing gear

was not asked to be retracted by pilot or if it failed to retract, as applicable. The CVR conversation's transcript, as deciphered by investigating team experts directly from the CVR i.e. with no intermittent/transitory recordings along its corresponding 'Time-Stamp' synchronized with that of EAFR's Time-Stamps or elapsed time(s), is needed for precise analysis of various combined occurrences.

- d) It can be understood, as of now; that unanticipated & unprecedented occurrence(s) took place with the affected B-787 aircraft due to airplane's technical design or perhaps human error — both, equally leading to fuel starvation of both engines. But it is very much obvious that, the Bang/flaw occurred just at or after **VR** followed by airplane lift-off, with its landing gear un-retracted, as predicted from AAIB and the various media reports made available.
- e) To respect transparency & fair-play, a certified copy of FDR & CVR recordings be handed over to all who want to participate in the investigation, especially the various airline pilots' unions. When I investigated the Boeing Crash in 1988, I was given a copy of the FDR & CVR readout by DGCA upon which I meticulously worked with relevant graphics. Mr. Khola & Mr. Satindra Singh, past DGCA also were aware of the same. It would be highly improper, illegal & unwarranted on part of any person(s) to conceal, suppress, distort facts or tamper with vital evidence which could affect proper inquiry into the most awful air-disaster of modern times, in India.
- f) Complacency factor cannot be ruled out for pilots & maintenance section. The pilots need be very careful about enhanced cockpit awareness and efficient use of every cockpit or human resource available with to remain fully prepared to meet any such unexpected exigency(s); by virtue of their achieved professional skill, training and capability which are very much needed at such crucial times of un-anticipated flight event(s), especially during the take-off phase of every flight.



- g) That various media exposures/analysis ambiguously purports that a pilot had switched-off both said FCS switches and the other pilot queried him with regard to same i.e. Engine 1 & 2 fuel cutoff switches which had strangely shifted from RUN to CUTOFF position one after another with a time gap of 01 sec.’ **QUOTE:** ‘*In the cockpit voice recording, one of the pilots is heard asking the other why did he cutoff. The other pilot responded that he did not do so.*’

UNQUOTE: The reply of the other pilot (Captain), as a response should be taken as TRUE evidence, without vague presumptions. Moreover, a wrong message had thus become viral before the public, as a pilot suicide theory; which not only affects the reputation of the deceased pilots but also tarnishes the image of our country — as if the Govt. of India’s governed DGCA, CME(IAF) & Air India irresponsibly allow mentally unfit pilots to fly modern Jets/airplanes carrying precious lives. Such residing baseless predicament could be immediately resolved by an early, fair & proper investigation into CAUSEs of AI-171 mishap. The providing of mishap related matter to media also attributes towards an uncalled attempt to mislead the public due whatsoever reason. Why the ‘Time-Stamp’ of the aforesaid pilot conversation was not given to media to be also published? I humbly submit that this crucial aspect could be a ‘**Turning Point**’ for India’s future evolutionary progress. Truth must prevail at every cost. The CVR & EAFR readouts should not be morphed or tampered with, to rule out any foul-play.

### **3. Logical facts/reason pertaining to FCSs & its UNCOMMANDED movement.**

I would most humbly submit that if there was no serious electrical malfunction with the airplane’ electrical/Avionics compartment (located below the cockpit) which could have attributed towards Fuel-flow starvation to both engines simultaneously, then the other aspects that could be assumed technically feasible by my humble expert opinion — on basis of my past proven credentials, as follows:-

- a) It is obvious that both FCSs had **physically** moved out of their respective RUN position to CUTOFF position, as per pilots’ conversation released by AAIB/media reportage. This aspect becomes a mystery i.e. reason for such unintended &

unexpected physical movement of both FCUs simultaneously, which need be resolved immediately to prevent any future recurrence of a similar incident.

- b) It is also evident that the said FCSs of affected airplane VT-ANB were installed on an 'inclined' plane rather than a horizontal surface. That, the tilt of said switches (FCSs) increases further upward after rotation at VR to almost vertically upward, instead of remaining at an inclined position, as shown by sketches later herein.
- c) As reported by media, a BANG/Thud was heard. Also that, the pilot seat slid backward obviously without any pilot-action and front Cabin lights flashed. The said bang & light flashing was also reported by the lone survivor, as per media reports. That, such occurrence occurred at or just soon after VR i.e. after airplane lift-off. This also indubitably signifies that the said unusual BANG took place in close proximity to the area beneath the cockpit floor; i.e. in Avionics-bay, nose-wheel bay or in the forward cargo compartment of the airplane. The pilots did not notice the FCSs but were perhaps distracted by such occurrences in cockpit.
- d) The pilot(s) did not perhaps speak about any electrical failures but only loss of power to ATC, as per media reports. Subsequently, they noticed both FCSs being moved to CUT OFF position i.e. perhaps within about 10 secs. of FCSs unexpected transition /movement, as recorded. Thereafter, as a corrective action; the captain switched ON both the Fuel Switches, one by one, to RUN positions from their self-attained CUTOFF positions to attempt Relight of both engines as also mentioned in AAIB report with Time-Stamp. Annexed herein as **Annexure 2**.
- e) It is clarified herein that a '**Lock**' and a '**Stop**' are two different aspects. The affected B-787 only had a tiny 'Stop', technically called a Flange i.e. a tiny metal protrusion which can ONLY prevent a switch's 'backward or forward movement' from its properly stowed position of CUTOFF or RUN positions. There was no 'LOCK' provision incorporated in affected B-787, as it is being unnecessarily emphasized much, as fool-proof protection. That, this aspect of location of FCSs & quality was ideal in B-737-200 where engine START LEVERS were installed; was indeed proper, much robust & purposeful, to prevent such uncommanded move.

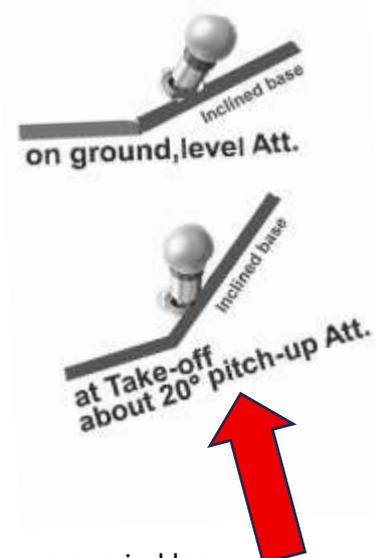
#### 4. Regarding Design & quality of FCSs & its associated error probability:

- a) The quality & design of the said FCUs (switches) with regard to its resilience factor i.e. stiffness and spring's restoring-force which restores the switch back to its seated position depends upon the design-quality of the spring material made-up of, which is an engineering subject matter indeed. But as of now, this FCSs is the probable aspect where the error took place with regard to the unnoticed movement/jump of both the said FCUs almost simultaneously. Both switches cannot normally be moved simultaneously by a pilot due to its location. [This aspect could be better analyzed once the EAFR-FDR/CVR data & audio is made available to me for my proper analysis].

- b) Inclined base/surface: the FCUs are installed on an inclined surface just below the Throttle/TL Quadrant, in centre console/pedestal. This means that the FCUs base-panel is not parallel to the ground with airplane on ground, but inclined at about 40° (as could be understood by display). The location of the FCS fuel Switches on the Thrust lever or Throttle central console does not seem to be proper due to reason of the same being more vulnerable to impact/shock from below the Throttle quadrant area. The metal silver knob & sleeve of the switch may have disillusioned pilots by its adjacent located silver guards as shown above by Green arrows).



- c) At lift-off after VR, the pitch attitude of B-787 may be about 20° thereby resulting the FCSs inclination of switches increased to almost a more vertical position. Thereby, the said switches' heavy knob & sleeve got a push upward vertically, due to the Bang/Thud. The RED arrow is shown to indicate direction of effect of Bang's Air/Vibration in the vertical direction i.e. acting upward, so caused by the BANG/THUD from below the cockpit floor; thereby lifting the (FCSs) switches instantly upward i.e. off its respective seated position. And simultaneously; this occurrence event was also accompanied by:



- i. A rearward force due to the continuous acceleration of airplane. And,
- ii. Induced vibrations of normal Nose L/g. shudder once it leaves the ground at lift-off due gyroscopic effect, normally observed with all airplanes. And also;
- iii. due impact of airflow striking the area within the nose-wheel bay at pitch attitude of about 20°. *(Note: all AI generated FCSs are similar looking to the actual switches, shown here for illustration purpose only).*
- iv. Moreover, pilot seat was also lifted off its notch on the railing track and it slid backward without pilot input, as a result of the strong vibrational effect of the Bang/Thud. The weight of Pilot's seat and the Pilot would be above 100 Kgs. The movable seat is installed on a **railing-track** (shown by Red arrow) mounted on the floor adjacent to the centre console, close to the FCSs. Under normal operation, the pilot gets in and sits on the seat then slides/moves it to right onto the railing and then forward. The **impact** of the explosion was so significant that it perhaps momentarily bent/twisted/jerked the floor area i.e. portion of the rack installed on cockpit-floor & area below the FCSs thereby knocking the seat off its notch in the railing resulting seat slide backward & **simultaneously the FCSs also popped-up**, perhaps. Major point of impact by the BANG was just below the area shown by RED circle, affecting the FCSs & pilot Seat Rack. The other pilot seat was unaffected by said Bang. (Google D/L photo of B787 cockpit)



Hence, finding no other escape route, the FCSs **moved up & backward** to CUTOFF positions in a rapid movement. The FCSs may be small but appears to be heavy enough to carry the impact like a bullet to move up by the upward force created by Bang/thud i.e. popping out of its seated position beside the tiny flanges/stops. The tiny Flanges/Stops are also shown herein later.



The **Bang/Thud** heard recorded by CVR/media reportage and also as per evidence from the lone survivor, as per released media sources. This need be confirmed by listening to the original CVR recording to confirm the same i.e. if it was a Bang or a Thud and its probable source which indeed must have been in close vicinity of cockpit area, i.e. below the cockpit floor.

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**D. CAUSE OF BANG/THUD, ITS IMPACT ON FCSs & OTHER ASPECTS:-**

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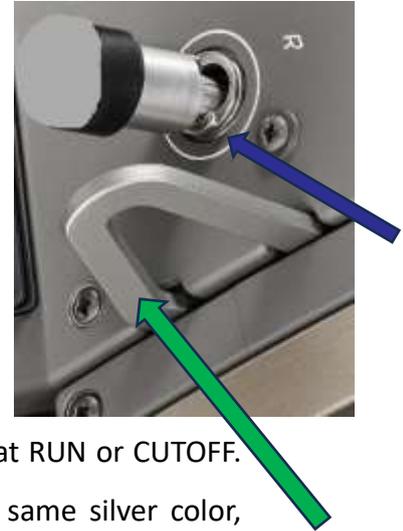
The reported/witnessed BANG or a Thud can be caused due to:-

1. A **BIRD hit** on or around the Nose of the airplane could have rammed and shattered the nose-dome to strike the Cockpit **Bulkhead** with a Thud noise resulting vibrations. Once our airline's airplane had a bird-hit which shattered the nose-dome & cockpit bulkhead, broke inside into the cockpit by its impact and injured a pilot's foot. Recently, on 04 Aug. 2025 an Airbus airplane had a Bird-strike which shattered the nose dome of the airplane. <https://www.hindustantimes.com/world-news/chaos-on-paris-bound-flight-as-bird-strike-forces-emergency-landing-video-101754471857824.html>
- 
- a) Such a strong strike could have caused sufficient sound or thud vibrations inside the cockpit to have immediately resulted both Start Switches to pop-out of their respective unguarded positions like a bullet upward and then slide backward to the CUTOFF position by moving/transiting over the flange/hump. Just like an inverted pendulum, free to move once popped-up; it's said movement got simultaneously aided by the 'acceleration' energy of the airplane i.e. a backward force during process of take-off, while accelerating towards 180 Kts., supplemented by the weight of knob+sleeve of FCSs thereby causing them to move unnoticed rapidly to their CUTOFF positions.
  - b) There was no other movement route available for the said popped-up FCS switches but to move rearward as an escape route to their CUTOFF positions, due its possessed kinetic energy, as shown in previous page by red arrows. Also notice the two silver

coloured side-Guards placed adjacent to the switches (green Arrow). The Flange is a tiny Hump or a bump i.e. a tiny **metal protrusion** incorporated with the small but perhaps heavy enough Start Switches (FCSs) causing them to be tossed up like a bullet.

**About the tiny Flange/Bump or hump:**

- c) **MAGNIFIED side view** AI generated photo of a Switch is shown to indicate the tiny Flange/Bump or hump i.e. a small metal **protrusion** which is only a **mechanical Stop** preventing movement of switches from sliding without lifting the silver KNOB and its associated Silver Sleeve, as seen on right side here, by a blue arrow. The sleeve has a spring mech. inside to permit lifting the entire switch to move over the BUMP and be released forward or backward onto its positions, at RUN or CUTOFF. Moreover, the proximity of the Side-Guard can be seen in almost same silver color, shown by Green arrow; which may have presented an optical illusion making FCSs be unnoticed about its movement or may have obstructed the view of pilots, psychologically. *(The above & below illustrations may or may not be similar to actual FCS. Shown here only for info. By help of AI assisted Apps. The B-787 variants' FCSs may have some minor differences.*



- d) **NOTE:** The said tiny **flange/bump** is not a lock, as being misleadingly alleged, but only a tiny flange as a metal 'Stop' incorporated just to prevent movement of switch without lifting the spring-loaded switch(s), by its designed tiny metal silver coloured protrusion,-

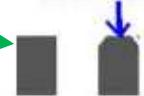
- i. It should have been more in height so that such an undesirable drag over it becomes more difficult.
- ii. The FCSs without the Switch-sleeve/knob **magnified photo** is also shown with blue arrows to indicate the Flange/hump/bump), which are only tiny mechanical STOPS.

**Flanges i.e. tiny humps, used as STOPS**



- e) The said flange's edges may have been rounded-off after multiple RUN-CUTOFF physical-cycles, as shown, beside a healthy flange; thereby making it more vulnerable to such unexpected shift over the flange.

**flange's edges rounded-off**



Regular inspection was needed by the Maintenance section.

*The metal silver-colored sleeve of the switch could have disillusioned pilots by adjacent silver guards to notice FCSs sudden uncommanded movement. [There is actually no need*

*for such side-guards, as an inadvertent lateral hand movement cannot dislodge the switches if the design of the said FCSs was proper, as explained earlier. Instead, a backward slip of hand from throttle can knock both FCSs out of position but in such case; it would be immediately noticed by pilot(s). Anyway, all these unanticipated aspects need be pondered by experts.*

- f) The unexpected Bang/Thud's upward force accompanied by other aspects could have impacted upon the centre-console/below the Throttle Quadrant where FCS switches are located. The Bang/thud vibration was significant enough to simultaneously cause dislodging of pilot seat to jump-off its notch and slide backward, as reported. At this time the pilots could have been distracted by a BANG and also due to seat dislodging. Such unexpected simultaneous occurrence(s), at a most critical phase/time, may have prevented pilots noticing the FCUs movement. The AAIB report confirms the Throttle quadrant to be severely damaged, as shown, perhaps due to it being the main point of application of the **Bang/Thud-energy source** from directly below, acting upward, or in close proximity to the area below the Throttle quadrant, generating violent vibrations, as commonly seen due explosion caused by bursting of a cracker during festivals placed inside a container where the lid blows off instantly, however strong a lid be secured.



Figure 13 Thrust Lever

2. The **SECOND Bang** theory could be due heavy Electrical short-circuiting in the Avionics Bay just below the cockpit area getting vibrant due explosion. The vibration of such a Bang or blast could have also affected switches & pilot seat, as already described. The said explosion could have caused substantial damage to the electrical Bays, main bus-bar and/or equipment in the Avionic compartment leading to immediate Loss of vital electricity supply needed to retract the Landing Gear and as source of power supply to airplane's fuel pumps feeding both engines; thereby resulting starvation of fuel supply to engines and eventually shutting-off of both engines: -
- a) All these occurrences occurred almost simultaneously/instantly, at a very short time for pilots to react suitably. The lone survivor reported **flashing of cabin lights** perhaps in front galley area, which sufficiently evince electrical anomaly due to short-circuiting resulting from said **Bang**. Such transient electricity variations in a

circuit easily triggers capacitance type touch-switches without touching and may accompany electrical surges, in electrical/electronic devices. This aspect could also be better decided by carefully deciphering/listening to the EAFR/CVR data readouts.

- b) It has been often witnessed that a heavy short-circuit even at home is accompanied with a loud Bang/explosion. Even loud playing of DJs cause shattering of window glass panes due to the impact of Air-Vibrations produced by such loud noise generating source. Moreover, the vibrations could have been supplemented by the **normal 'Shudder'** of the nose Landing Gear due gyroscopic effect once it leaves the ground at lift-off, as observed frequently. And, further aided by air pressure impact entering Nose-wheel bay at airplane's take-off attitude of about 18° .
3. The **THIRD Bang** theory could be as a result of an explosion in the forward Cargo compartment which could have also resulted with an instant vibration impact upon the horizontal Bulkhead i.e. floor of the cockpit. A remote-controlled Bomb could have been placed in the forward cargo compartment or nose-wheel bay which was activated at about **V<sub>R</sub>**. Suspicion arises as to why the lad who made the video was standing well pre-prepared to make a video of the flight in a hot afternoon on the roof of a house particularly on 12 Jun 2025, perhaps waiting to see his other accomplice trigger the same from a place near the airport boundary or a location within reach of his remote control? Sabotage cannot be ruled out these days of plenty bomb threats and various active terrorist or unsocial/unethical groups operating in the country.
4. **Newton's Law's** states that without any external input the switches should have remained in its positions unless otherwise acted upon: An object at rest stays at rest, and an object in motion stays in motion unless acted upon by an unbalanced external force. The **(FCS)** switches acted like a mini hammer/bullet being almost vertical. It could have been tossed out of its slot as a swift movement like a bullet or a creep finding no other movement route to travel. Similarly, the 3<sup>rd</sup> law states: Every action has an equal and opposite reaction, here the opposite reaction was prevented as the said switches were not locked, but free to travel upward over the tiny bump and thereafter in a rearward direction to CUTOFF positions, due airplane acceleration.

5. **Crucial moments of occurrences:** the word transition in AAIB preliminary report may also be used to relate EAFR recording ambiguously i.e. not the actual physical movement of any FCS; due result of stray electrical outputs to engine Fuel Shut-off Valves from associated FCSs, software/avionic/circuitry. Transition and movement are two different aspects; a simple term as **moved/shifted** from RUN to CUTOFF could be more appropriately used for the affected FCSs, instead of transition.
- a) As per EAFR data, the airplane lifted off at about **08:08:39** and accelerated to IAS 180 Kts by 08:08:42 immediately thereafter i.e. within elapsed time of about 4 seconds after lift-off, EAFR recorded transition of both FCSs to CUTOFF position one by one, within 1 second. It could take another effective 1-2 seconds for engines to flameout and airplane deceleration begin, due to momentum factor.
  - b) Hence, at about **08:08:39** or anytime **within the next 13 seconds**; the said unforeseen occurrence(s) & its effect with regard to the said **BANG** theory took place for both FCSs' unexpected movement, along other related occurrences i.e pilot's seat sliding, cabin Lights flashing etc., perhaps. **[08:08:40-41]**
  - c) The re-positioned FCSs at CUTOFF positions was noticed by PF/co-pilot within those critical 13 seconds period and soon Engine No.1 relight was made at about **08:08:52**. (CVR & EAFR recordings are vitally needed to cross-check precisely).
  - d) Why did the pilot take 4 seconds to move No.2 engine FCS to RUN position to relight 2<sup>nd</sup> engine also?, is not understood by me just in case if there is a technical logic, APU bleed-assisted start or SOP involved for such delay etc. Those **4 secs** were very precious to have probably saved the airplane if the second engine would have also spooled up to deliver needed thrust, at that most critically time.
  - e) **IMP:** Distractions took place in cockpit after lift-off due sudden sliding of Captain seat & other effects of the bang/thud. CVR audio/EAFR would confirm the precise time which would establish the sequence of events and cause of distraction.

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***CONCLUSION & Suggestions based upon present submissions:***

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1. Airplane mishap appears to be due to technical design as unanticipated short-coming. Not a human failure due suicide. **The said mishap please be considered as rarest of rare cases**, but yet one can never know as to when it can crop up again.
2. Such FCS switches' movement may not have occurred as result of deliberate or inadvertent pilot action during the most critical phase of flight i.e. during take-off, as misleadingly proposed by unprofessional attitude or ignorant media reportage.
3. The initial prime analysis within this document centers towards movement of the Fuel Control Switches (FCSs) from their RUN to CUTOFF position after **VR** or soon after lift-off, resulting in dual engine shutdown due to catastrophic loss of engine power.
4. I highlight deficient FCSs designing and switch positioning, citing an inclined mounting angle and weak resistance of spring mechanics, as key vulnerabilities. FAA safety circular (SAIB No. NM-18-33) should have been adequately addressed by maintenance authorities, even if it was an advisory or an inforamatory circular. The metal silver-coloured switches/sleeves of the switch may have disillusioned pilots, by them being almost similar coloured guards placed adjacent to the FCSs. Complacency or a casual attitude factor with any human always attacks at the most crucial time, unexpectedly, to do damage (Murphy's law.
5. Notice that **ONLY the spring-loaded Switches (FCSs)** were affected by the intensified impact jerk due to its such design & location. All other switches were unaffected. Moreover, the cockpit-nose bulkhead and the cockpit-floor material should not be soft or flexible but be tough, rigid to bear impact of sound/vibrations and also be sound proof to absorb shock due explosion in area below cockpit and cargo holds.
6. The AAIB report states that the EAFR recorded 'TRANSITIONED' of FCSs, at about 08:08:42. The word used as Transitioned is ambiguous which could also mean that only a signal was generated to engine shut off valves and not physical movement of

FCSs. The same word is appropriately used for air/ground sensors to have recorded Transitioned at 08:08:39, as in AAIB report. The sensors do not move themselves physically but only sense movement by virtue of proximity switches being physical, inductance or capacitance type and only generate a signal, or as applicable for B-787. Hence, the word transitioned for FCSs could also be a signal, not physical movement?

7. Enhanced cockpit awareness and better pilot training towards preparedness for such abnormal exigencies, especially at the most critical take-off phase, be emphasized. As emphasized in Annexure 3. Emphasize cockpit resource management (CRM) towards the distraction-rich take-off phase, with training for sudden such anomalies like uncommanded seat shift or visual disorientation, as mentioned in this document.
8. Added ambiguity arises that the media were provided with some additional information, as extracts from FDR/CVR with perhaps a sleazy objective carrying intent to shift the mishap blame towards pilot error/suicide. Truth is unconquerable.
9. In absence of EAFR/CVR readout/audio, I can only give suggestions about prime objective so that a similar recurrence could be prevented by apprising pilots about the FCSs sensitivity, as mentioned herein. **Another such mishap would be extremely unpardonable.** The pilots be extremely careful for such occurrence also during severe thunderstorm associated turbulence, besides during the Take-off phase.
10. Re-evaluation of FCSs' switch design and positioning. Such highly unexpected occurrence may also result if the **spring-loaded** switch was located on the horizontal base of centre console. A rotary switch or start levers alike B-737-200 is more robust. As an interim arrangement, the provision of flap over the FCSs be envisaged to secure the switches positively & firmly at their seated positions, so that such a flap-mechanism be first removed to have access to FCSs and such pilot action would indeed become more obviously noticeable by the other pilot in cockpit.
11. The FCSs wiring be connected in parallel directly to Fuel Shut-off valves for engines and not thru associated avionics, software, solid-state devices, (avoid sole use of AND, NOR, OR, NAND Gates etc. as used in ICs/integrated electronic circuitry) for such

highly critical aspects. The engine start switches **must be first placed** physically to CUTOFF position, as a pilot decision, only thereafter FADEC or Fire switch etc. can accomplish shutting off the engine located fuel valves. Minimum use of electronics, computers, software etc. be incorporated in airplanes as they are prone to stray signal or virus attacks, especially during hot or humid days.

12. Hydraulic power would have perhaps been a better option to retract the Landing gear/wheels, as electric retraction means engagement of heavy-duty electrical motors drawing heavy current which can unnecessarily overload associated circuits involved.
13. Fuel pumps feeding engines need not be made from centre tanks but instead from wing tanks. In case of elect. pump failure, fuel may yet reach engines with gravity.
14. Explosive gadgets in passenger luggage be kept in the Aft Cargo compartment to prevent any impact on below cockpit area. Increase vigilance and thorough checks for loaders engaged with loading cargo, especially in front cargo compartments.
15. Leaking aerosol inflammable gases/fumes could be dangerous. Such dangerous goods not be placed in forward cargo compartment as such gases may reach avionics bay.
16. That, stray narratives could unnecessarily undermine public trust. I appeal, emphasizing truth, integrity and respect for the departed souls of the flight crew, urging that justice and engineering reforms, as sought herein go hand in hand and pilots need develop more Pro skills, knowledge and all-round wisdom of the holy spirit flowing within each one. Public of India have fundamental right to avail justice.
17. Immediate access/transparent sharing of CVR and FDR (Flight Data Recorder) data be given to all concerned to respect fair-play, towards a collective unbiased investigation.
18. **Concept of V1 & Balanced Field length** should be properly understood at an airport especially, at places amid populated area such as Delhi where frequency of flights are plenty. It is an old theory of V1 but does not cater for a/c overloading, unfavorable conditions, aging airplanes, but remain only as theoretical book value. Contemplate?

19. Avoid overloading of airplane: An actual AUW of airplane calculation device is needed to be incorporated by computers in airplane which could exclude any chance for airplane overloading on ground or in flight. Whenever in doubt, have an established procedure to have the weighing of cargo be redone at arrival airport.
20. The AI-171 crash demands a fair, thorough, and technically competent investigation to explain what went wrong and ensure that such a tragedy never recurs. Withholding data, misrepresenting facts, or prematurely concluding pilot error could do lasting damage to aviation safety and public trust. Truth & righteousness need be practiced.
21. **Annexure 3** is most essential for pilots to understand; purpose of life, combat stress, and improve consciousness by virtue of enhanced capabilities in every aspect of life, much needed for onward evolution of the humankind at these appalling times of adversaries & adversities, as much emphasized within my site. Infuse the spirit of professionalism skills & newer techniques amongst pilots. One need unveil the divine hiding within us and get him engaged with all our activities. Without increase of that additional spirit-energy (*prana*) nothing much is possible. Everything depends upon the quantity and the quality of that spirit which is very much available at our disposal.
22. I sincerely pray to respect fair-play and provide full disclosure of EAFR/CVR data audio recording to confirm my observations/theory herein with sole intent to prevent similar recurrence. I herewith blend my attained technical knowledge with spiritual science and stress the need for transparency, truth and justice. I shall make better graphical presentations etc. as final report, if given a copy of EAFR/FDR & CVR/audio.
23. I would not be responsible for any content herein which has been done only with spirit of good intention of promoting values of professionalism in modern aviation. I express my gratitude to the services of AI assisted tools and media reportage which played a vital role to bring about some awareness amongst public. A legal Disclaimer much applicable to present document & my site is annexed herewith as **Annexure 4**. This humble presentation may be considered null & void till such time I receive access to the EAFR-FDR, CVR recordings/readouts and Audio of the unfortunate mishap and thereafter present my final presentation. Transparency & fair-play need be respected.

**Extracts of published AAIB preliminary report, downloaded by me :-**

- I. The take-off clearance was issued at 08:07:33 UTC. The aircraft started rolling at 08:07:37 UTC.
- II. As per the EAFR data, the aircraft crossed the take-off decision speed V1 and achieved 153 kts IAS at 08:08:33 UTC. The Vr speed (155 kts) was achieved as per the EAFR at 08:08:35 UTC. The aircraft air/ground sensors transitioned to air mode, consistent with **liftoff at 08:08:39 UTC**.
- III. The aircraft achieved the maximum recorded airspeed of 180 Knots IAS at about **08:08:42** UTC and immediately thereafter, the Engine 1 and Engine 2 fuel cutoff switches transitioned from RUN to CUTOFF position one after another with a time gap of 01 sec. The Engine N1 and N2 began to decrease from their take-off values as the fuel supply to the engines was cut off.
- IV. In the cockpit voice recording, one of the pilots is heard asking the other why did he cutoff. The other pilot responded that he did not do so.
- V. The CCTV footage obtained from the airport showed Ram Air Turbine (RAT) getting deployed during the initial climb immediately after lift-off (fig. 15). No significant bird activity is observed in the vicinity of the flight path. The aircraft started to lose altitude before crossing the airport perimeter wall.
- VI. As per the EAFR data both engines N2 values passed below minimum idle speed, and the RAT hydraulic pump began supplying hydraulic power at about 08:08:47 UTC.
- VII. As per the EAFR, the **Engine 1** fuel cutoff switch transitioned from CUTOFF to RUN at about **08:08:52** UTC. The APU Inlet Door began opening at about 08:08:54 UTC, consistent with the APU Auto Start logic. Thereafter at **08:08:56** UTC the Engine 2 fuel cutoff switch also transitions from CUTOFF to RUN. When fuel control switches are moved from CUTOFF to RUN while the aircraft is inflight, each engines full authority dual engine control (FADEC) automatically manages a relight and thrust recovery sequence of ignition and fuel introduction.
- VIII. The EGT was observed to be rising for both engines indicating relight. Engine 1's core deceleration stopped, reversed and started to progress to recovery. Engine 2 was able to relight but could not arrest core speed deceleration and re-introduced fuel repeatedly to increase core speed acceleration and recovery.
- IX. The EAFR recording stopped at 08:09:11 UTC
- X. At about 08:09:05 UTC, one of the pilots transmitted "MAYDAY MAYDAY MAYDAY". The ATCO enquired about the call sign. ATCO did not get any response but observed the aircraft crashing outside the airport boundary and activated the emergency response.

### **Spiritual Insights, Human Consciousness, Research & Pursuits:**

- 1) I present this article with a distinguished background in aviation and engaged with public service to help the weaker sections of our society now during my post-retirement years. I continue to dedicate my time to community service and uphold ethical conduct, justice, and civic responsibility. Having served the nation with commitment and excellence as a pilot, I bring with me a legacy of leadership, integrity, discipline and attention to detail values. I continue to exemplify with my ongoing efforts to address civic and public interest matters. My ability to communicate clearly with officials, analyze documentation, and persist through administrative processes — demonstrates my all round much thoroughness and reliability.
- 2) In addition to my professional experience, I have been actively involved in public grievance redressal, having worked closely with law enforcement and regulatory bodies to ensure transparency and fairness. My efforts are always guided by my humble spirit of '*Nishkaam Seva*'—selfless service; which I see much essential for contributing to a just and efficient system. I remain deeply engaged with quest towards advanced research in specialized sciences (*Vedic Science*) since past about 45 years, focusing with a prime objective about transformation and progress of human life and also every existence on our weary planet.
- 3) Spiritual Science contains all precious tools within us — to understand the various hidden secrets of the human mind/intellect faculty. There is an automatic feature of God to guide his devotees at dire times of need but one must be sincere to adept and accept the scientific laws of nature, as prescribed in valuable scriptures. Mind control is an extremely important human workout aspect. Meditation, devotion and submission before God is essentially required to obtain divine blessings.
- 4) The affected pilots are not dead and gone forever. Only their physical bodies have ended but their astral bodies along their Soul/consciousness & (*antakarna*) are yet available around us helplessly & desperately panting to have truth unveiled and absolve them from being tarnished, thereby avail redemption from any such false stigma or allegations, if they were not the cause behind the mishap. All we need is to tap that available source/consciousness already available around us in the cosmic — in the invisible form of energy. The fact & truth of present cause of mishap is shrouded by maya/illusion i.e. an invisible subtle/illusory energy obscuring truth which need be removed for Truth to be unveiled. This can be easily understood by a simple logic, that; if the obscuring clouds are removed— the Sun becomes visible. Learn the art of removing maya/illusion around us. This is why I always blend in spiritual wisdom with worldly science/matter, as a perfect amalgamation to achieve better purposeful objectives. Otherwise, our life becomes Dry without divine spirit-energy always flowing within & around us. One need force God to join us with his unlimited wisdom & power in our daily works at home and at offices. Without his spirit available in us, our body is just a bag of bones. Let wisdom prevail over this sensitive issue of public interest and present the public with EAFR/CVR recordings.

**Legal Disclaimer:**

The contents of my appended humble presentation about AI-171 flight is to determine probable cause(s) of VT-ANB, B-787 airplane mishap on 12 Jun 2025, in good faith. The information contained in this presentation represents my independent attempt to analyse and determine the probable cause(s) of the referenced mishap. It is prepared in good faith, with intention of fostering awareness among aviators & general public on matters of aviation safety; strictly for informational and educational purposes. The analysis is personal assessment, based on available AAIB & media information. It is not, and shall not in any manner be construed as authoritative, or final determination of facts, causes, or responsibilities upon anyone, whosoever concerned.

All statements, observations, or opinions expressed herein are made without prejudice and without any intent to defame, discredit, or assign blame to any individual, organisation, or entity. Any resemblance to actual findings, determinations, or positions of official investigative bodies would be purely coincidental. No guarantee or warranty is given as to the accuracy, completeness, or veracity of the information contained herein. I hereby explicitly disclaim all liability, whether direct, indirect, consequential, or otherwise, arising from the use, interpretation, or reliance upon this document; including towards legal, social, reputational, or professional consequences. We all need to help each other with the true spirit of togetherness.

Nothing contained herein shall be deemed to create any legal obligation, duty of care, or basis for liability on my part. This document does not constitute any designated expert testimony, legal evidence, or a professional service under any applicable law, but based solely upon my sacrifices, past experience, proven credentials & expertise, as mentioned within the said document(s). Its contents would remain null & void, if sought airplane recorders' data is not provided to me or/and used for any other purpose without my approval, as I only defend that which is TRUE.

I most respectfully request access to complete & authentic EAFR/FDR, and CVR Audio recordings of airplane VT-ANB's said mishap and request that the same is made solely for research and verification purposes, to correlate evidence & facts recorded in-flight events with the analytical observations contained herein. Such efforts are undertaken with spirit of selfless-service (*Nishkaam-Seva*), in bonafide interest of public safety, operational efficiency, and the advancement of global aviation standards. If a person, an organization or airplane manufacturers have any suggestion(s), are most welcome to help or participate with better objectives for any document uploaded at my site, for appropriate action, if applicable. I do not intend to hurt sentiments of anyone. I avail divine participation within my works; as a specialized process of divine amalgamations, which enables one to transcend and benefit from merits of precious and specialized wisdom — that remains embedded deep within the planes of higher consciousness.