New DCC Radar Analysis Proves United 93 Landed at Reagan Airport at 10:28 a.m. on 9/11

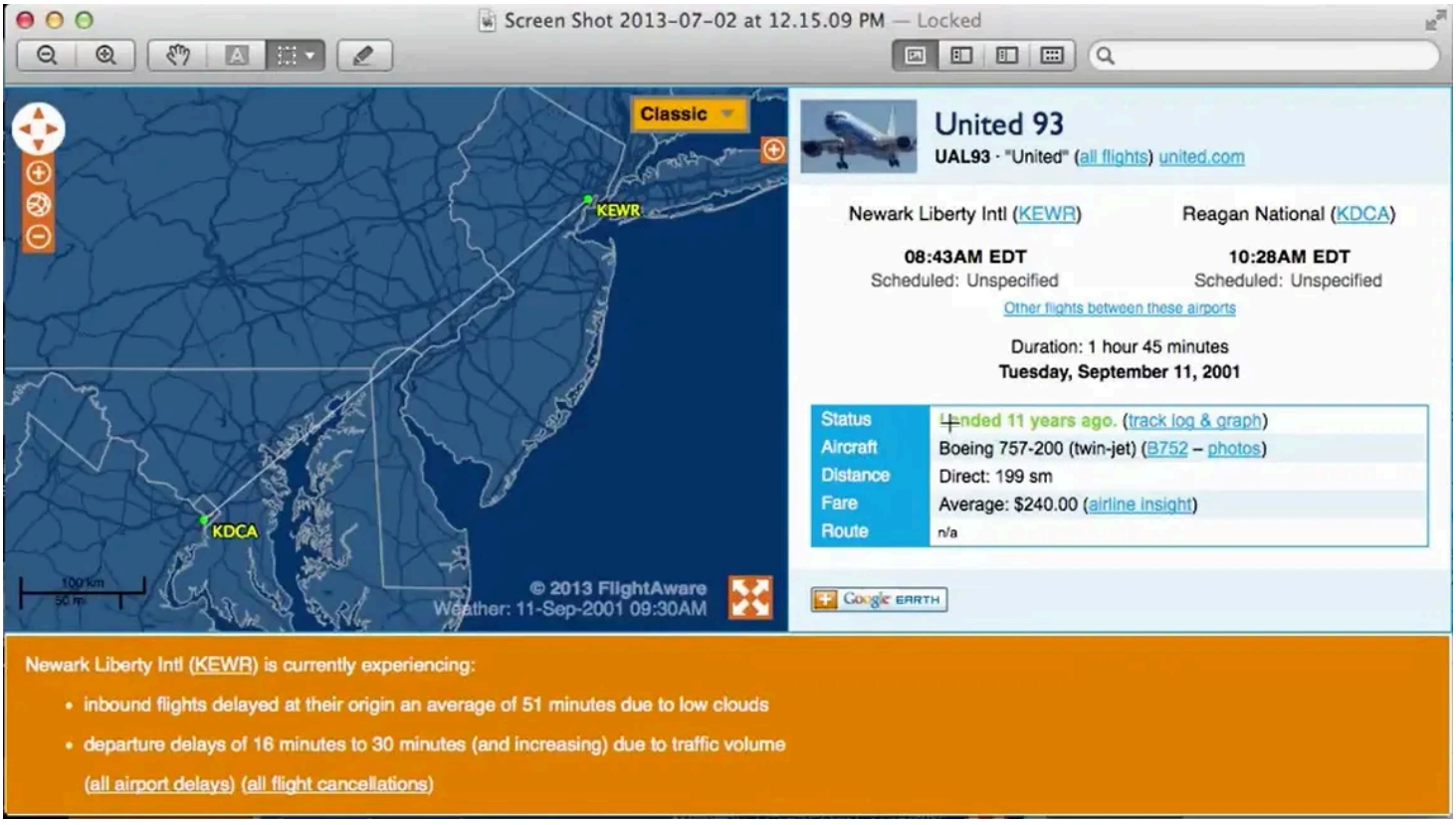
An Independent Investigation

MARK CONLON
AUG 24, 2026

49 55 8 Share

In my United 93 article, originally published in 2020, I have presented official evidence that United 93 (UAL 93) landed at Reagan National Airport at 10:28 a.m.

To briefly recap, below is a Flight Aware screen-shot regarding UAL 93's landing at Reagan National Airport at 10:28 a.m.



Source: Flight Aware, July 2013.

The Excel file screen-shot below was provided to Brian Stark via [FOIA 2008-3195]. It is an Excel sheet recording the DCA departures/arrivals for 9/11/2001: http://aal77.com/faa/FOIA%202008-3195%20(Stark).xls

DCA is Reagan National Airport. See screen-shot below:

http://aal77.com/faa/FOIA%202008-3195%20(Stark).xls

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Aircraft ID	Unique FAA Index	Date	Departure Airport	Departure Date (GMT)	Departure Time (GMT)	Departure Date (EDT)	Departure Time (EDT)	Arrival Airport	Arrival Date (GMT)	Arrival Time (GMT)	Arrival Date (EDT)	Arrival Time (EDT)	User Class	Aircraft Type
164	UAL93	196566	11-Sep-01	EWR	20010911	12:43	20010911	8:43	DCA	20010911	14:28	20010911	10:28	Commercial	B752

https://www.tapatalk.com/groups/loosechangeforums/flight-93-landed-at-reagan-intl-at-10-28est-t5021-s20.html

I established evidence to prove that UAL 93 flew past the crash site according to "official" Air Traffic Control chat logs.

Air Traffic Control's last known coordinate of UAL 93

At 14:10 UTC (10:10 EST) in the official ATC recordings, we hear two controllers discussing the last known coordinates for UAL 93, where the controller gave UAL 93's last known positioning location as 3951 (North) 07846 (West). Taken from the "official" ATC transcript. See below:

14:10 (10:10 a.m.)

ntmo-e: *I don't know if he's landed ok; the last position of united I'm going to give some coordinates united ninety three*

doug: *yes*

ntmo-e: *three nine five one north zero seven eight four six west*

doug: *zero seven eight four six*

ntmo-e: *west*

doug: *west*

doug: *all right*

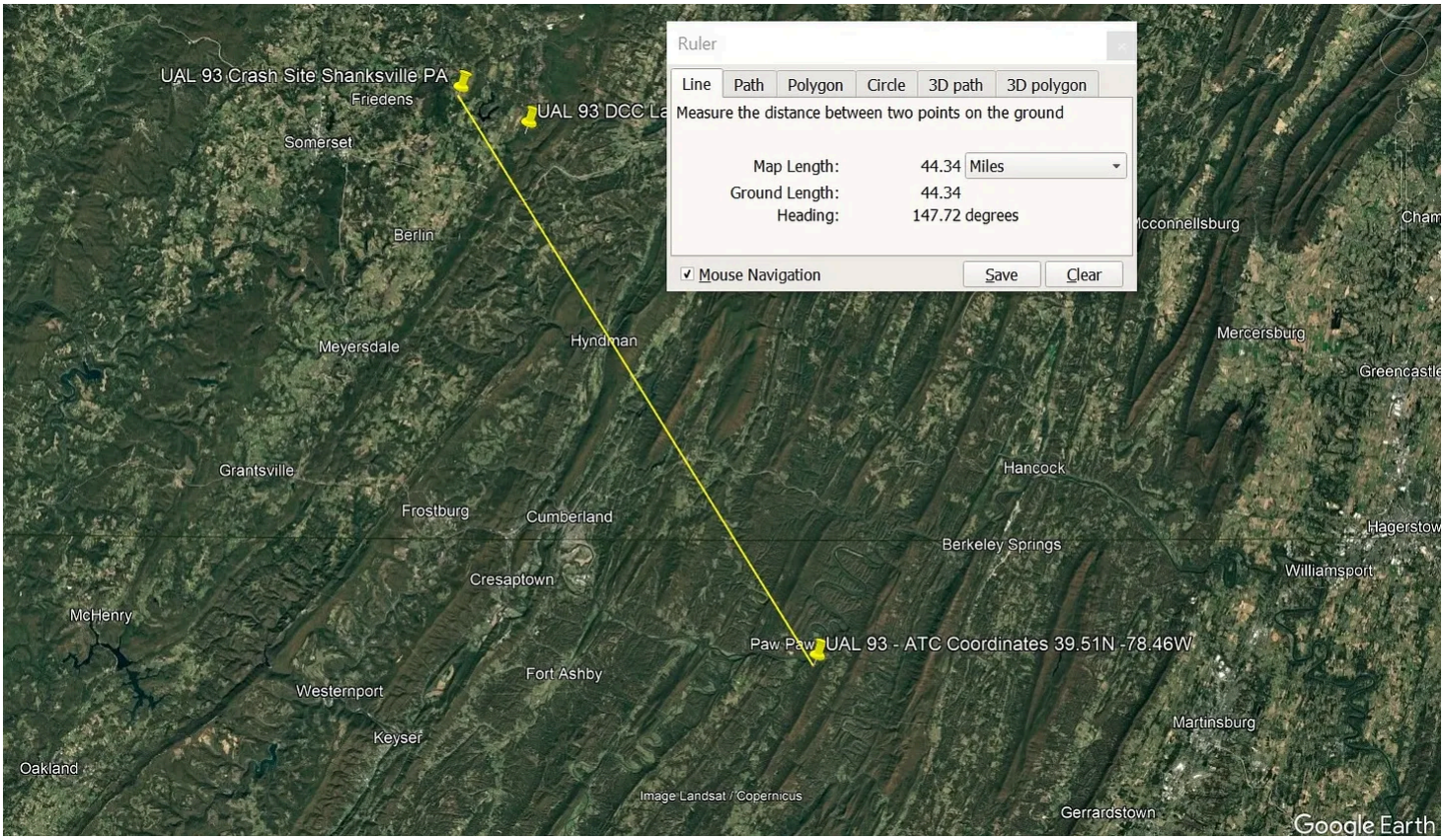
ntmo-e: *you got the thirty nine fifty one north*

doug: ya *thirty nine fifty one north zero seven eighty four six west*

ntmo-e: *that's the last known position of united ninety three*

Full transcription can viewed here: https://www.scribd.com/document/14141827/NYC-B1-NTMO-East-Position-3-Fdr-Transcript

Astonishingly, the last known coordinates (3951N 07846W) given by the ATC locates UAL 93, 44.34 miles past the crash site proving that UAL 93 was still airborne after the alleged crash at 10:03 a.m. It was also reported at 14:00 UTC (10:00 EST) which was captured in the Air Traffic Control (ATC) recordings and transcripts that UAL 93 was spotted by a VFR which reported that UAL 93 was travelling at 8,000 feet and 11 miles south of Indian Head, PA, which is just north of Cumberland, Maryland. Based on the ATC evidence, UAL 93 is now in two different locations?



Official DCC Radar Data Confirms UAL 93 Was Still Airborne After The Alleged Crash

Another piece of damming “official” evidence comes from the Dulles Control Center (DCC) radar telemetry data evidence which was originally withheld from the American public, until it was released under a Freedom of Information request.

Below, shows the DCC radar data of the Lat-Long coordinates for UAL 93, which places the aircraft 5.07 miles past the alleged Shanksville crash site, and at an altitude of 35,000 ft.

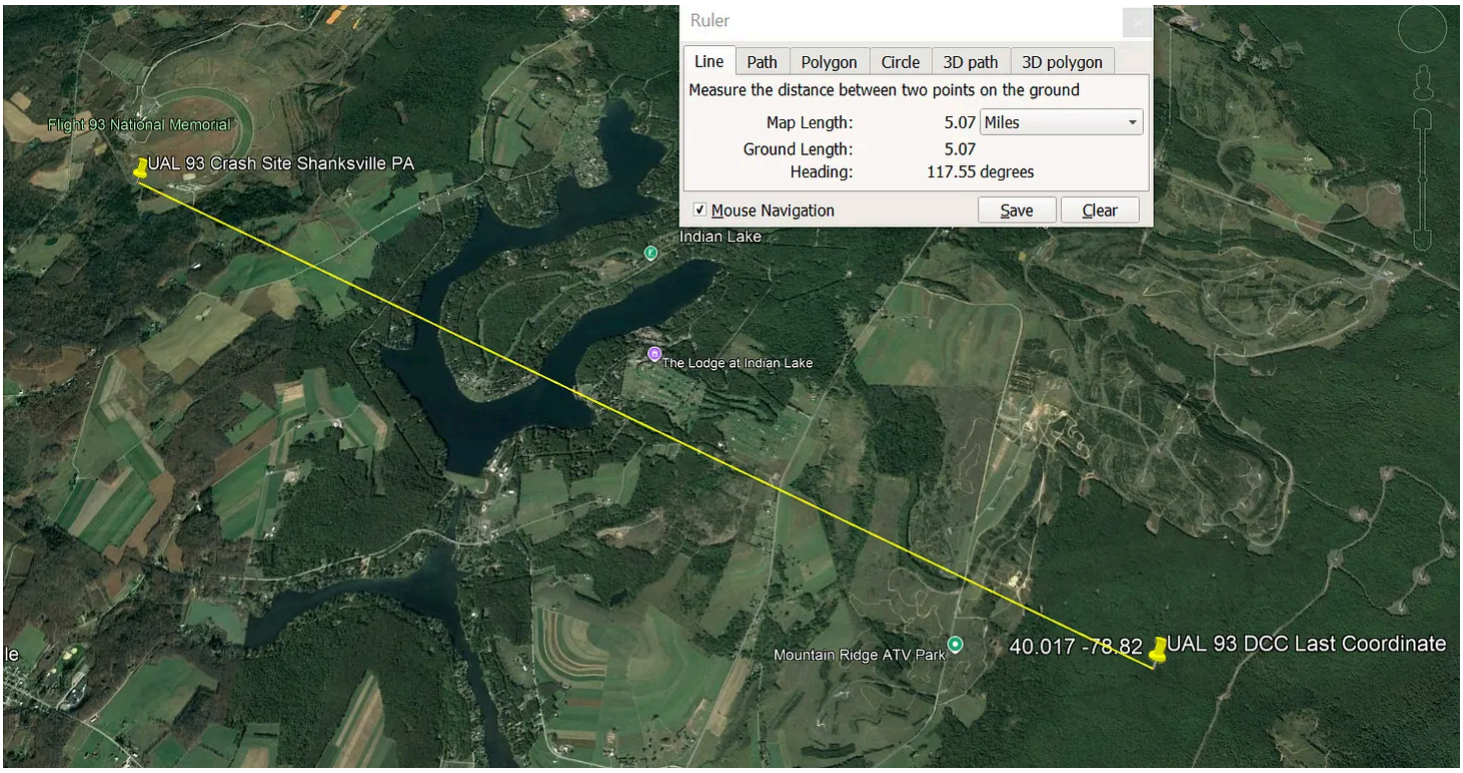
20010911:13:39:00	41.017	-81.97	tz_data	TZ	ZOB	407	C	-	-	-
20010911:13:40:00	99	999	route	AF	-	350	-	EWR	SFO	1
20010911:13:43:00	40.817	-81.35	tz_data	TZ	ZOB	350	-	-	-	-
20010911:13:45:00	40.7	-80.97	tz_data	TZ	ZOB	350	-	-	-	-
20010911:13:47:00	40.617	-80.68	tz_data	TZ	ZOB	350	-	-	-	-
20010911:13:49:00	40.533	-80.47	tz_data	TZ	ZOB	350	-	-	-	-
20010911:13:51:00	40.45	-80.22	tz_data	TZ	ZOB	350	-	-	-	-
20010911:13:53:00	40.35	-79.98	tz_data	TZ	ZOB	350	-	-	-	-
20010911:13:55:00	40.25	-79.73	tz_data	TZ	ZOB	350	-	-	-	-
20010911:13:55:00	99	999	cancel	C	-	0	-	-	-	-

(FLIGHT_INDEX ACID ACT_DATE): 196566 UAL93 20010911

ORIG_TIME	LAT	LONG	TABLE	SOURCE	CTR	ALT	T	ORIG	DEST	NRP
00-000-00	99	999	flight_data	flt_d	-	0	-	EWR	DCA	1
20010911:13:57:00	40.2	-79.58	tz_data	TZ	ZDC	350	-	-	-	-
20010911:13:59:00	40.2	-79.27	tz_data	TZ	ZOB	350	-	-	-	-
20010911:14:01:00	40.2	-79.02	tz_data	TZ	ZOB	350	-	-	-	-
20010911:14:03:00	40.017	-78.82	tz_data	TZ	ZOB	350	-	-	-	-
20010911:14:08:00	99	999	route	UZ	-	210	-	EWR	DCA	1
20010911:14:27:00	99	999	time_data	AZ	-	0	-	EWR	DCA	-

UAL 93 - (d) **Radar** - 2 **DCC** 1738 **Radar Track Data** UAL93 **Radar Track**

Source: https://catalog.archives.gov/id/7596934



The DCC radar telemetry data supports earlier official data which I obtained of Air Traffic Control (ATC) transcripts and recordings at 14:00 UTC (10:00 a.m. EST), which

cites the last known Lat-Long coordinates for UAL 93 were 39.51N 078.46W. In this instance, it places UAL 93, 44.34 miles past the crash site.

The official DCC radar evidence calls into question the official story that UAL 93 was flying at 8,000 ft. According to the DCC radar data, UAL 93 was flying at 35,000 ft, and did not descend to 8,000 ft.

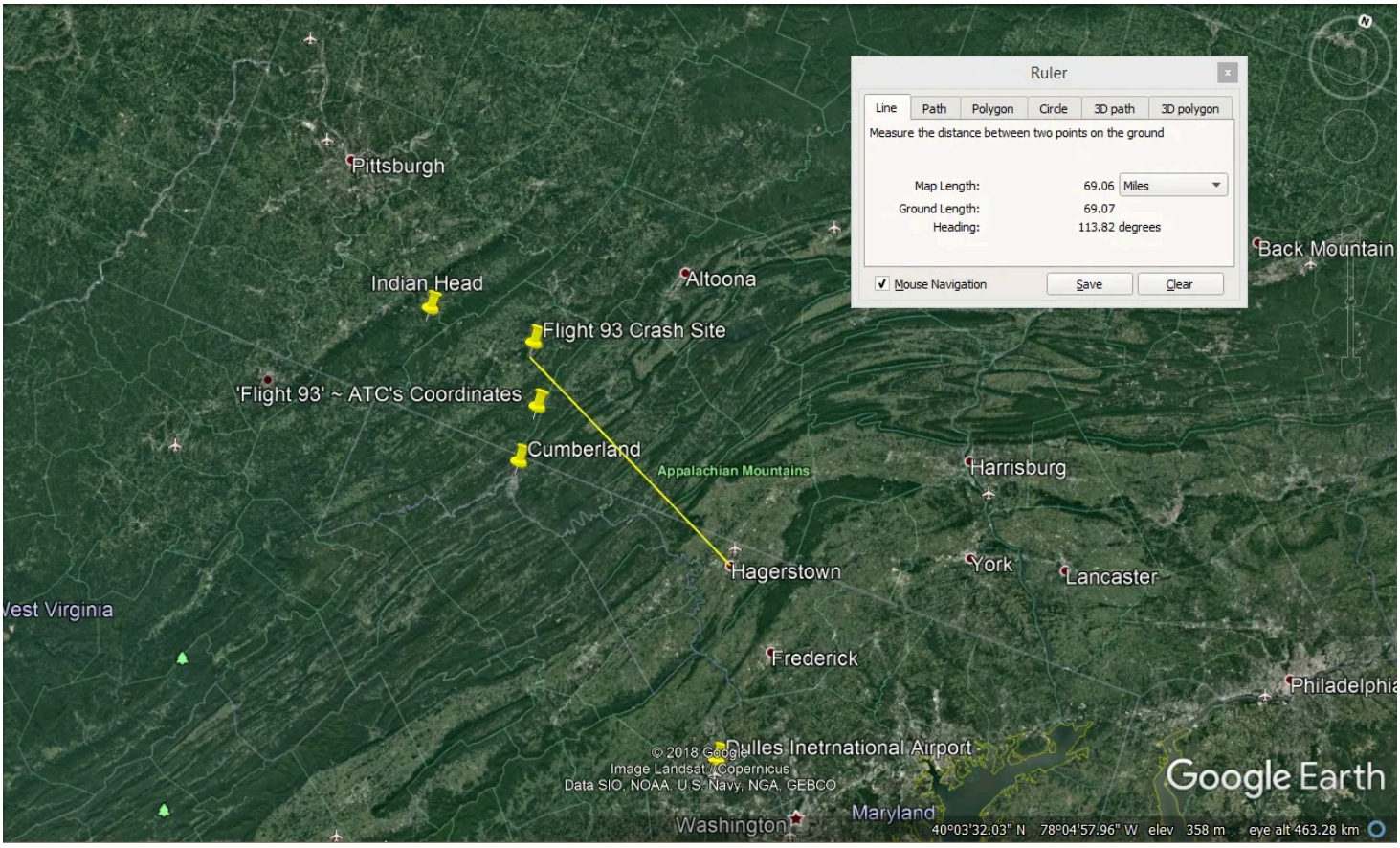
UAL 93's new flight plan to Reagan National Airport, Washington

UAL 93 deviated off course, after completing its U-Turn over Cleveland, Ohio and switched-off the transponder for the first time at approximately 9:40 a.m. UAL 93 filed a new flight plan at 9:56 a.m., Hagerstown (HRG) to Regan National Airport (DCA).

Additionally, in support of this evidence, Linda Justice can be heard during ATC communication recordings saying "*UAL 93 is flashing over Hagerstown*".



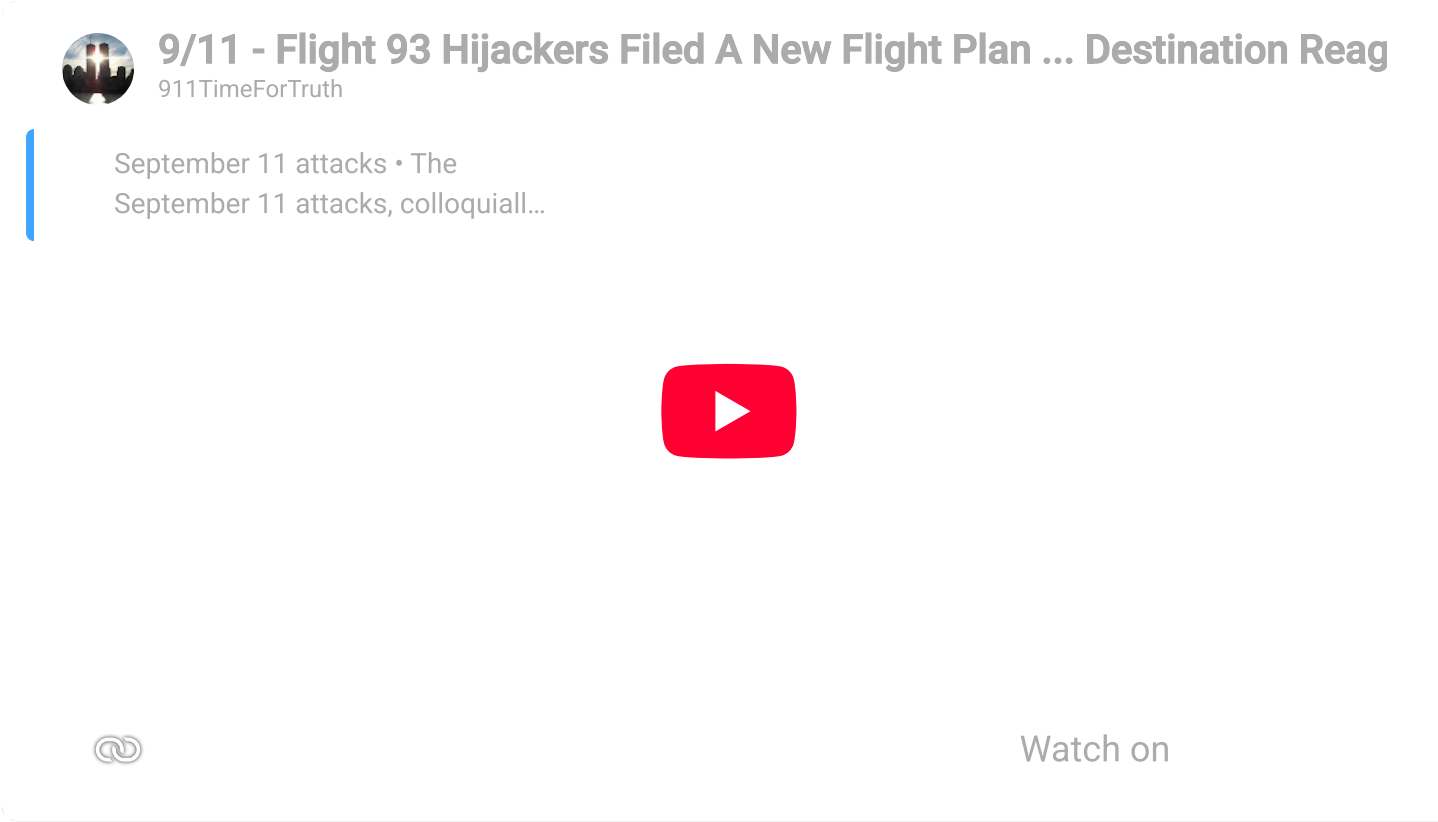
Hagerstown locates UAL 93 approximately 69 miles past the official crash site, and supports that UAL 93 was still airborne after the alleged crash.



A noticeable gap in primary radar happens right when UAL 93 switches from San Francisco International Airport (SFO) to Reagan National Airport (DCA) between 9:52:03 a.m. and 9:53:21 a.m. No other flight had this issue on 9/11. A new arrival time at DCA (Reagan National Airport, Washington with an estimated time of arrival for 10:28 a.m. The question is; who was updating this flight? Who authorised these flight plan changes?

The Primary Radar stopped pinging UAL 93, so how could ATC update UAL93 flight plan (which is reflected on Flight Explorer) if every single data point has been eliminated? It was reported in the news media that the hijackers filed the new flight plan.

MSNBC News Dateline: reported that the hijacker's filed the new flight plan from on-board the airplane, with its new destination Reagan National Airport.



There has been a concerted effort on behalf of the authorities to conceal this fact, by saying "*this was not the result of communication with the pilot*" See below:

T8 B17 FAA Trips 3 of 3 Fdr- Satori Review Timeline- FAA Data 172

https://html1f.scribdassets.com/1jtf9wzfb4ch9yu/images/11-69ecdb14b9.jpg

1339:15 Fourth transmission. Readable, This is the Captain, remain in your seats, something about we have a bomb on board, we are returning to the airport, remain quiet.

1340:33 FL 397

1340:51 Lost transponder. Aircraft in coast track.

1341:31 Controller tracking primary target.

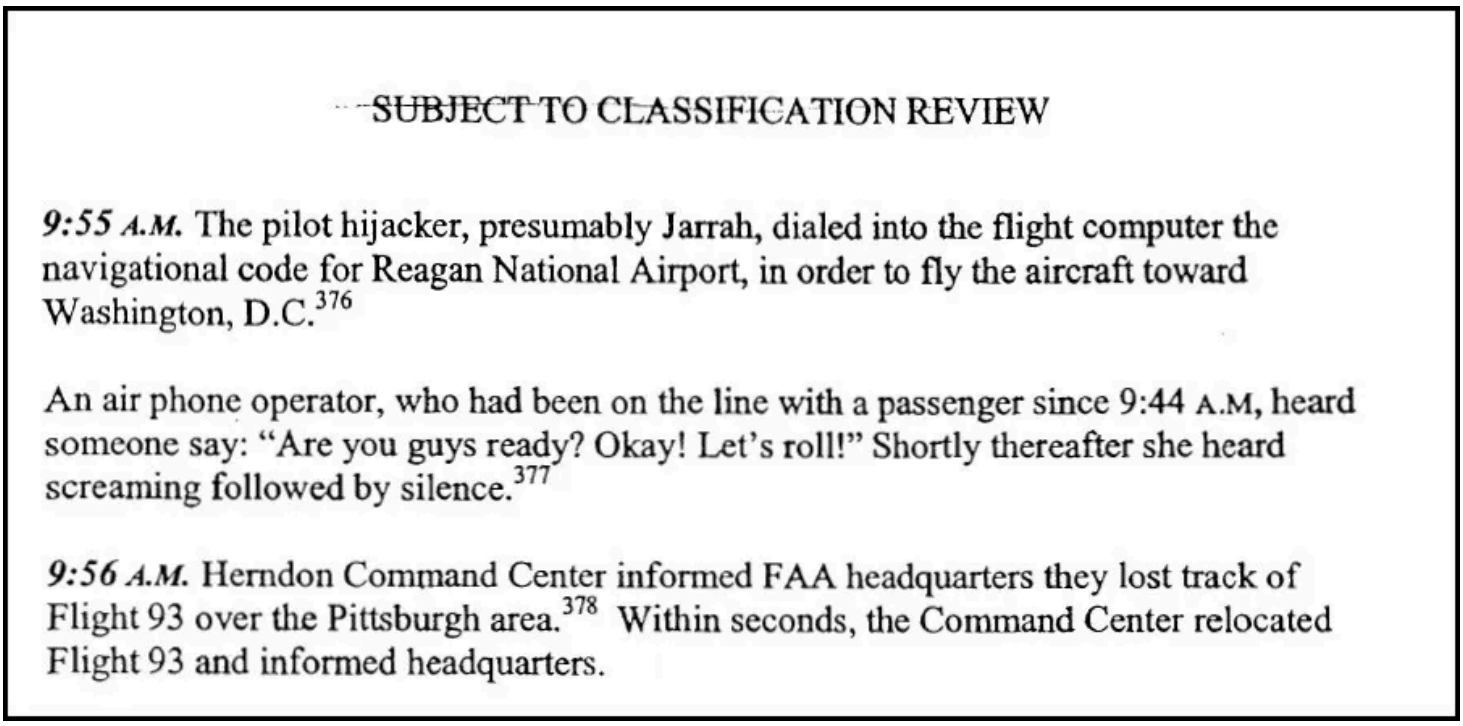
1342:32 Lost data block.

Other information. Approximately 1348, aircraft handed off from LOR (49) sector for IRL (67) sector. Aircraft continued tracking on a primary target southeast, altitude unknown. At 1356:32, IRL controller changed flight plan direct HGR to DCA so that ZDC would have strips and be able to accept hand-off. This was not a result of any communication with the pilot.

At approximately 1402, ZOB DART show two transponder hits. Fourth SATORI in preparation at this time.

Bob Herak

Yet there's a major contradiction in the Staff Report published 26th August 2004, which references its source as the NTSB report, Flight 93 flight data recorder. It states: *The pilot hijacker, presumably Jarrah dialled into the flight computer the navigational code for Regan National Airport in order to fly the aircraft toward Washington DC.*
https://www.archives.gov/files/research/9-11/staff-report-sept2005.pdf



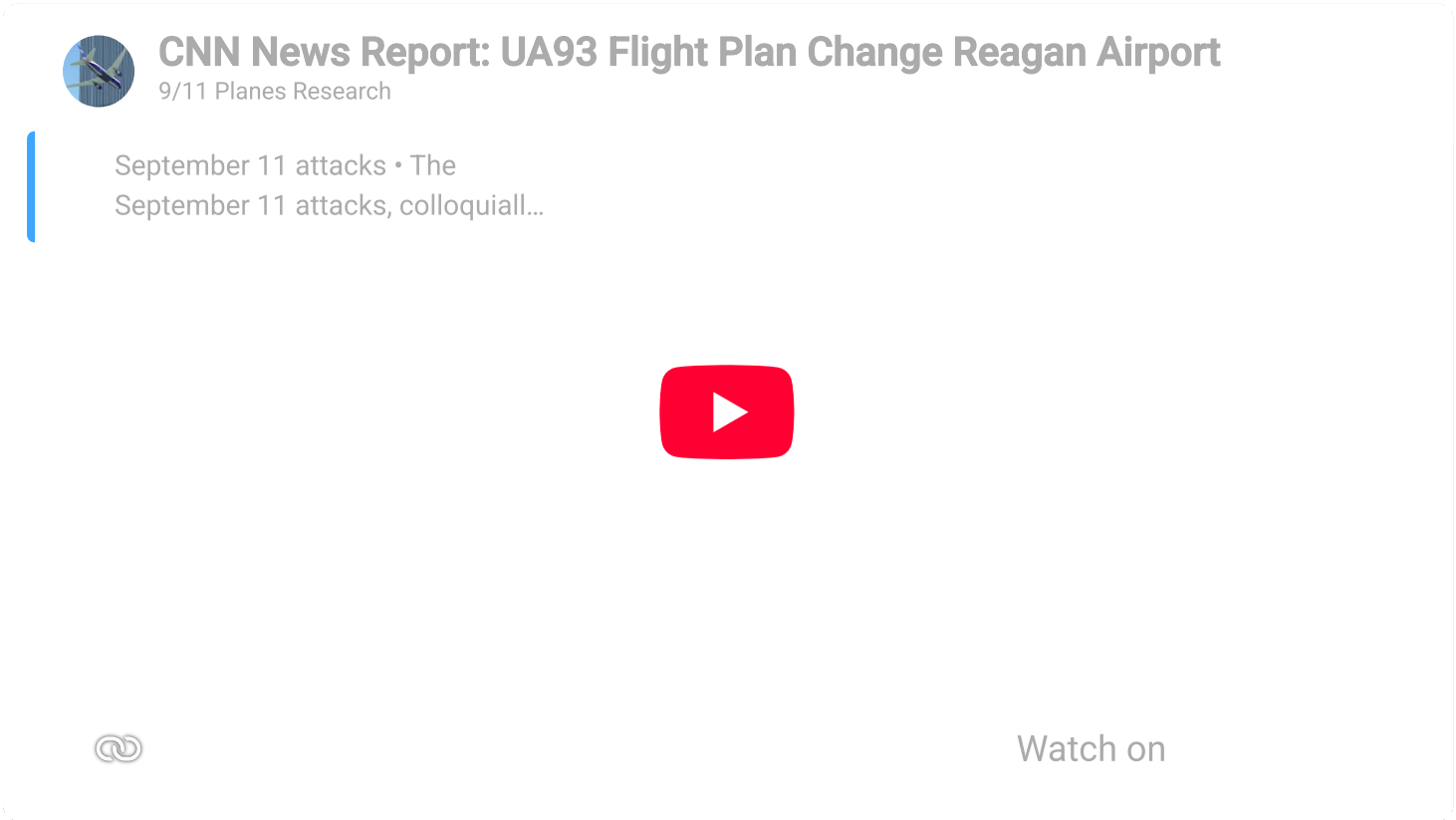
SUBJECT TO CLASSIFICATION REVIEW

9:55 A.M. The pilot hijacker, presumably Jarrah, dialed into the flight computer the navigational code for Reagan National Airport, in order to fly the aircraft toward Washington, D.C.[376]

An air phone operator, who had been on the line with a passenger since 9:44 A.M, heard someone say: "Are you guys ready? Okay! Let's roll!" Shortly thereafter she heard screaming followed by silence.[377]

9:56 A.M. Herndon Command Center informed FAA headquarters they lost track of Flight 93 over the Pittsburgh area.[378] Within seconds, the Command Center relocated Flight 93 and informed headquarters.

Further additional evidence shows that UAL 93 did receive a new flight plan on 9/11, reported by both a male flight attendant and also a live news report at 5:00 p.m. by CNN, who were using Flight Explorer to review the hijackings where they reported the new flight plan to Reagan National Airport. See below:

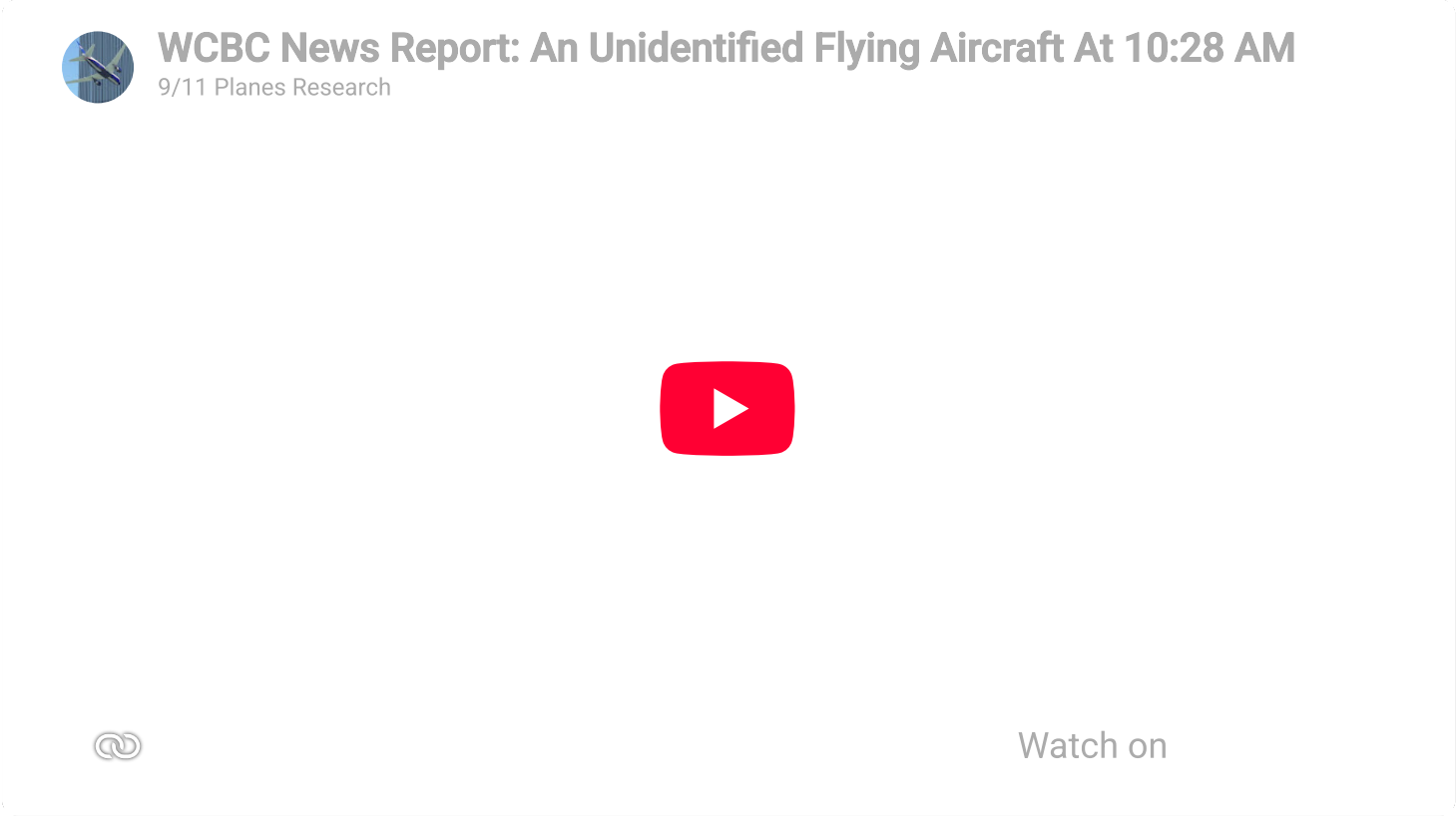


More news media coverage in the links below, reporting the flight plan change to Reagan National Airport, Washington D.C.

ABC News - https://www.bitchute.com/video/hFMB6fIMMkfQ/
NBC News - https://www.bitchute.com/video/8cpP9MdGA4ER/

There can be no doubt that an airplane identifying itself as UAL 93 was heading towards Reagan National Airport for an estimated time of arrival of 10:28 a.m.

Interestingly, at 10:22 a.m. WCBC live news coverage reported (Michael Hershman – President of international security and counter-terrorism) an unidentified airplane approaching an airport in Northern Virginia, either Dulles Airport or Reagan National Airport. This is around the precise time UAL 93 would have been nearing destination to begin its landing at Reagan National Airport at 10:28 a.m. See below:



But, what more can the official DCC radar data reveal, which I overlooked in my analysis of the radar telemetry data?

20010911:13:27:00	41.217	-80.67	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:13:29:00	41.25	-80.98	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:13:31:00	41.283	-81.3	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:13:33:00	41.317	-81.62	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:13:35:00	41.35	-81.93	tz_data	TZ	ZOB	369	C	-	-	-	
20010911:13:37:00	41.2	-82.12	tz_data	TZ	ZOB	399	C	-	-	-	
20010911:13:39:00	41.017	-81.97	tz_data	TZ	ZOB	407	C	-	-	-	
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20010911:13:53:00	40.35	-79.98	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:13:55:00	40.25	-79.73	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:13:55:00	99	999	cancel	C	-	0	-	-	-	-	
(FLIGHT_INDEX ACID ACT_DATE): 196566 UAL93 20010911											
ORIG_TIME	LAT	LONG	TABLE	SOURCE	CTR	ALT	T	ORIG	DEST	NRP	
00-000-00	99	999	flight_data	flt_d	-	0	-	EWR	DCA	1	
20010911:13:57:00	40.2	-79.58	tz_data	TZ	ZDC	350	-	-	-	-	
20010911:13:59:00	40.2	-79.27	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:14:01:00	40.2	-79.02	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:14:03:00	40.017	-78.82	tz_data	TZ	ZOB	350	-	-	-	-	
20010911:14:08:00	99	999	route	UZ	-	210	-	EWR	DCA	1	
20010911:14:27:00	99	999	time_data	AZ	-	0	-	EWR	DCA	-	

Highlighted in the red box, it reports the route at 14:08 (10:08 a.m.) to DCA, Reagan National Airport, which is after the crash time of 10:03 a.m. at 10:08 a.m. Also note, that the altitude is reported at 21,000 ft. Plus, the bottom line also reports 14:27 a.m. (10:27 a.m.) “0” in the altitude column. 14:27 a.m. (10:27 a.m.), is one minute before the estimated time of arrival at 10:28 a.m. for UAL 93.

This official evidence is further supporting telemetry data, that United 93 did indeed land at Reagan National Airport on 9/11. Interestingly, Reagan National Airport was the only airport to close for 23 days following the events on 9/11. It begs the questions, did the authorities have a plane (United 93) to deal with, which would account for the long closure of the airport?

Thanks for reading and caring!



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Comments Restacks

Write a comment...

Bernard Doug Cook Bernard Doug Cook 24 Aug

Liked by Mark Conlon

If ANYONE still believes anything close to the official narrative, they need their head examined.

LIKE (11) REPLY SHARE

6 replies by Mark Conlon and others

Charlie Kallas Charlie Kallas 24 Aug

Liked by Mark Conlon

I was thinking about this yesterday. Remember they also used Flight 93 as a shared flight with Air Canada 4085.

The recent story with two separate aircraft's sharing the same flight number from American Airlines in the same airspace has me thinking, what if they switched flight numbers.

LIKE (7) REPLY SHARE

1 reply by Mark Conlon

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