

More readers write in on the EgyptAir Flight 990 crash

3 December 1999

The WSWS has received additional letters in response to Barry Grey's November 19 article "Why the rush to judgment in the crash of EgyptAir Flight 990?"

You state that there was a possibility of loss of cabin pressure that may have caused the crew to start the descent.

1. The flight data recorder apparently shows normal cabin pressure both before and during the descent.

2. As a 767-300 pilot for 7 years, I know better than to initiate a dive, for whatever reason, that exceeds mach .86. One risk further structural failure in such a rush to lose altitude.

3. There is absolutely no reason to shut down two good engines in flight ... and I know that it can't happen accidentally (Delta accidentally shut down the engines on a 757 which has a similar design, many years ago. The switches were then redesigned to prevent another mistake like that). It takes a deliberate up/over and down movement of the switches to move them to the off position.

There is no question in my mind that someone was involved in causing the aircraft to crash. Was it Gamil al-Batouti? At this point there are other possibilities. But who is the most likely person to have caused it? That is the question.

We may not like the answer.

AG

23 November 1999

The airline industry (including manufacturers, operators, all government authorities, etc.,) is the most globalized industry in the world. Incidents or accidents happening in one country may occur in any other country. My suggestions are: We need an international body to look into mishaps and prevention of mishaps. This organization could be funded by say 0.01 percent of the revenue intake of all airlines in the world. The

investigation and recovering cost is very expensive. Not many countries could afford to spend tens of millions to investigate a mishap, like the USA. What happens if an airplane fell off the African or Asian coast? It would be very important to find out the real causes so that future mishaps of a similar nature could be prevented. The benefits of the investigation may benefit all mankind and the global airline industry.

AN

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24 November 1999



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