Journal of
cosmology

Press Release May 2014

Could Wild Seas have caused the Malaysian Plane Crash?

Flying across the equator could be more dangerous than we think and could offer us an explanation for the disappearance of the Malaysian Aircraft according to scientist Carl H. Gibson. He believes his theory of oceanic turbulence can give us important clues as to the location of both the Malaysian aircraft and the lost Air France plane and could prevent similar catastrophes occurring in the future.

On rare occasions in tropical seas, exceptionally high oceanic temperatures couple with extreme turbulence events, leading to chimneys of steam shooting up from the waters into the atmosphere. Rising into the cold air above, these jets of steam rapidly cool down and eventually freeze and would condense into ice onto the wings, tails and bodies of aircraft in their path. Tons of ice could be swept up by aircraft every second in worst case scenarios. These ice sheets would irreversibly damage both the navigation and communication system of the aircraft, ultimately causing everything to fail. Whilst evidence of extreme equatorial icing was clear in the Air France 447 crash, it has yet to be acknowledged as a possible cause of the Malaysian Airlines tragedy.

The last recorded location of the Malaysian aircraft was at a tropical latitude of 6.7 degrees North. The Air France flight was last heard of at an equatorial latitude of 3 degrees North which suggests that the danger zone for flight paths across the equator is expanding and that measures should be taken to prevent further tragedies.

Whilst time and money has been spent speculating as to the mental health or potential terrorist involvement of pilots or trawling the vast Pacific ocean, Prof. Gibson believes that the authorities should now move their search to the last recorded location of the Malaysian aircraft without delay. The relatively shallow waters of the South China Sea here (100m as opposed to the Pacific oceans which are 5,000m deep) would make the search much easier and at a cost that would be relatively trivial.

Carl H. Gibson is a specialist in the theory and measurements of turbulence in the ocean and in the atmosphere over the ocean. He is Professor of Engineering Physics and Oceanography at the prestigious Scripps Institution of Oceanography and Department of Mechanical and Aerospace Engineering at the University of California San Diego. His full technical papers on this theory are published on-line in volumes 23 and 21 of the ***journalofcosmology****.com*

K. Wickramasinghe
Media Manager, Journal of Cosmology
email:kwick@journalofcosmology.com
Tel: 00442920 752146