

How Coronavirus and Catastrophic Equatorial Icing Unveil the Mystery of Economic Loss: Can the Causes be Extraterrestrial?

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As indicated in the preceding Gibson-Liu paper, Vol. 26 No. 24, Catastrophic Equatorial Icing, CEI, is certainly the cause of dozens of deadly commercial aircraft crashes over the ocean within 10 degrees of latitude and 1-5 miles altitude (see journalofcosmology.com), NOT Boeing or Airbus Avionics. Water freezes above 1 mile. Increased Coriolis forces from global warming allow extreme intermittency of equatorial turbulence in a widening range. FAA ignorance of CEI and COVID-19 fears have grounded Boeing-made planes at a cost of many B\$ a month for a year and caused stock market losses of eight T\$. Ironically, more lives will be saved by grounding the planes than will likely be lost to the disease. CEI is predictable from modern turbulence and stratified turbulent mixing theory (Gibson) as shown by R. N. Keeler (SPECTRUM 2005), (see cei.ucsd.edu). CEI was conclusively proved by the MH370 (mystery plane) crash where identified Boeing MH370 debris was found near East Africa only 114 days after it went off radar, not in the Southern Ocean near Perth, Australia, as estimated from false media speculations. Winter monsoon winds are to the South in the Gulf of Thailand.

Catastrophic Equatorial Icing occurs when an aircraft hits a plume of supercooled water vapor much larger than the plane so that at high altitudes and low latitudes heavy ice may form on the tail stabilizers forcing the nose of the plane up before the wings ice over and cause the plane to crash at sea. The mechanism is BZTMA, or beamed zombie turbulence maser action mixing chimneys, where Equatorial chimneys may rapidly conduct large quantities of supercooled steam to cruising altitudes.

Mysterious airplane losses at sea such as Air France 447, MH370, and the recent Lion Air and Ethiopian Air disasters are examples of Catastrophic Equatorial Icing. For MH370, CEI is the proven cause, not Boeing Avionics, Pilot Error or Rogue Pilots. Catastrophic Equatorial Icing is responsible for at least 1000 deaths, including the 189 on Lion Air 610 and 232 on MH370, not new Boeing Avionics as implied by NYT articles such as the front-page story on November 3, 2019. Once COVID-19 fears and Boeing fears have lessened, CEI events will resume.

Boeing is the largest manufacturer of airplanes in the world. They had two unexplained crashes recently due to Catastrophic Equatorial Icing: Lion Air at 6S latitude and Ethiopian Air at 9S latitude. CEI events have crashed dozens of planes killing thousands, and the danger is increasing due to global warming. CEI events occur because condensation nuclei can be completely rained out near the equator. Supercooled steam has a low density and forms buoyant supercooled "water" spouts that are like brick walls to planes that hit them at high altitudes.

The first Airline victim of CEI was Adam Air in Indonesia after the crashes of two planes. Everyone was killed and the airline went out of business. Air France 447 and Malaysian Air Line

370 were disappeared planes in the range 6S to 6N. AF447 was an Airbus, proving CEI is not just events due to Boeing. The dangerous latitudes are now 10S to 10N, presumably increased by global warming. Hawaii is at 20N and Airbus is building planes to carry a thousand passengers, ignorant of the increasing CEI event risks.

The first thing that happens in a CEI event is that a ton of ice forms on the tail of the plane, pushing it down and the nose up. This causes a sudden increase in altitude until the wings also ice over and lose lift, causing the crash four minutes later. Boeing added avionics to prevent the altitude increase and blamed the pilots for not using the avionics properly.

The data leaves no doubt that this crash was due to a CEI event. A billion dollars was wasted, guided by nonsense speculations, to the Southern Ocean near Perth, Australia. Finally, Boeing-identified MH370 parts appeared on Reunion Island only 114 days after MH370 vanished from radar, proving this is where it is today: MH370 is at the bottom of the South China Sea at 103 E and 6 N. Depths are only 30 M. It should be easy to recover for a fraction of the fruitless B\$ rogue-pilot search.

According to hydrogravitational cosmology, HGD, developed by journalofcosmology.com, most ocean water and most life on Earth are transmitted vertically in the atmosphere from extraterrestrial sources. HGD and extraterrestrial life is denied by the LCDM standard cosmology, where the first stars and planets appear after millions of years of dark ages rather than only thousands. Evidence is provided by ice meteorites and red rain, as well as the constant need for new vaccines for influenza-like viruses such as COVID-19. How many extraterrestrial sources of DNA come from planets dominated by bats rather than birds? What are the odds that a flu virus hosted by bats would hit an urban center as large as Wuhan where a significant portion of the diet is bats? Our present scientific community cannot answer these questions. They still are unsure about whether ANY life is extraterrestrial. Clear air turbulence like CEI occurs with sudden updrafts. Rarely, downdrafts occur. A recent Air Canada flight was forced to land in Hawaii after a severe downdraft sent unbuckled passengers shooting to the roof with near-fatal consequences. What could do this other than a large ice meteorite? See Snyder, Journal of Cosmology, Vol. 26, No. 10, pp 14152-14176. Claims against extraterrestrial life are weakened by the recent paper: Cosmic Discordance: Planck and luminosity distance data exclude LCDM.

[Eleonora Di Valentino](#), [Alessandro Melchiorri](#), [Joseph Silk](#) (Submitted on 10 Mar 2020). We show that a combined analysis of CMB anisotropy power spectra obtained by the Planck satellite and luminosity distance data simultaneously excludes a flat universe and a cosmological constant at 99% C.L. These results hold separately when combining Planck with three different datasets: the two determinations of the Hubble constant from Riess et al. 2019 and Freedman et al. 2020, and the Pantheon catalog of high redshift supernovae type-Ia. We conclude that either LCDM needs to be replaced by a drastically different model, or else there are significant but still undetected systematics. Our result calls for new observations and stimulates the investigation of alternative theoretical models and solutions.

We suggest that HGD cosmology is a much better alternative theoretical model than LCDM.