

**Catastrophic Equatorial Icing kills Lion Air 610 plane and all 189 aboard:
NOT terrorists, Boeing Avionics or Pilot error.**

***Carl H. Gibson, Prof. Engr. Phys. and Oceanography
Depts. MAE and SIO, CASS, journalofcosmology.com
UCSD, La Jolla, CA, USA 92093***

***Hanlin Liu, Student, Depts. of Political Science, Business & SIO
UCSD, La Jolla, CA, USA, 92037***



Hanlin Liu was a Chinese student delegate to attend the 2016 United Nations Climate Change Conference in Marrakesh, Morocco, (COP 22), when he was 16 years old. He was the only student invited to give a speech (on CO2 Sequestration) to the 200 delegates from all over the world. He was then interviewed by media from more than 5 countries, including Morocco's official government newspaper, official COY 12 media and Chinese media. He also was awarded 2 Chinese National Patents.

ABSTRACT

Catastrophic Equatorial Icing is an unrecognized major cause of commercial aircraft crashes over the ocean within 10 degrees of latitude and 1-5 miles altitude (journalofcosmology.com). It is easily predictable from modern turbulence and stratified turbulent mixing theory (Gibson) as shown by R. N. Keeler (SPECTRUM 2005). CEI was first proved by the MH370 (mystery plane) crash where identifiable debris was recovered near East Africa only 114 days after it went off radar, not in the Southern Ocean near Perth Australia as estimated from (fake news) terrorist and rogue pilot speculations (CNN). The financial impact of CEI crashes is examined.

Introduction

Evidence continues to accumulate that Catastrophic Equatorial Icing is bringing down planes that are not aware of this risk. The frequency of CEI events appears to be increasing, since the Ethiopian Air crash is only 5 months since the Lion Air disaster. Why does Boeing not consider

CEI as the cause of these crashes, and focus on means of preventing such accidents? Most pilots are already aware that it is dangerous to fly near thunderstorms at low latitudes. Listen to them!



by Unknown Author is licensed under [CC BY-SA](#)

Catastrophic Equatorial Icing (CEI) occurs when an aircraft hits a plume of supercooled water vapor much larger than the plane so that heavy ice forms on the tail stabilizers forcing the nose of the plane up before the wings ice over and cause the plane to crash at sea.

Mysterious airplane losses at sea such as Air France 447, MH370, and the recent lion Air 610 disaster 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 NYT front-page story on November 3. Another crash in the Equatorial Latitudes of an Ethiopian Air Flight also appears to be due to the CEI phenomenon, and has rightly caused the Boeing fleet of Max 8 planes to be grounded, costing the airlines a billion dollars a month because they cannot prove the crash was due to Pilot Error. It wasn't. Why not look for MH370 in the shallow waters of the South China Sea where it went off radar? This would conclusively prove the CEI hypothesis, and let Boeing off the hook since MH370 was an Airbus. This could easily be done for a million dollars in less than a month, not the billion dollars Boeing is wasting by being grounded.

There are billions of dollars caused by catastrophic equatorial icing. As we can see the report by New York Times, KUALA LUMPUR — Malaysia Airlines on Thursday reported a 75 percent wider loss in second-quarter earnings as passenger bookings continued to fall in response to the loss of two aircraft in separate disasters this year.

The airline said its net loss in the quarter ended in June grew to 307.04 million Malaysian ringgit, or \$97.6 million, from \$55.9 million a year earlier, though the result was an improvement from the net loss of \$140.8 million in the first quarter.

The second-quarter earnings are the first to fully reflect the effect on sales of the unexplained disappearance of Flight MH370 in March. The airline also warned of poor second-half earnings, saying that average weekly bookings had declined 33 percent, with numerous flight cancellations immediately after the shooting down of Flight MH17 over Ukraine in July.

According to South China Morning Post, the tragedy contributed to a widening net loss for the first quarter of 2014 to 443.4 million ringgit (HK\$1.06 billion), compared to a 278.8 million ringgit loss in the same period last year.

In a statement to the Malaysian stock exchange, the national airline, beset by high fuel costs and stiff competition from low-cost carriers, said: "The tragic MH370 incident had a dramatic impact on the traditionally weak first-quarter performance."

MAS said the "additional stresses" of the disappearance resulted in a high number of cancellations, with sales in China falling by 60 per cent in March.

The struggling airline has been losing money for three years running. In 2013, it made a full year loss of 1.7 billion ringgit (HK\$4.04 billion). The steepening losses are expected to trigger a major overhaul of the state-run company.