

Bomb/improvised explosive device/explosive decompression.

bomb \ˈbɑm\ n 1 : a fused explosive device designed to detonate under specified conditions (as impact) 2 : an aerosol or foam dispenser (as of insecticide or hair spray) : spray can 3 : a long pass in football

im·pro·vise \ˈim-pre-ˈvz\ vb -vised; -vis·ing [F improviser, fr. It improvvisare, fr. improvviso sudden, fr. L improvisus, lit., unforeseen] 1 : to compose, recite, play, or sing on the spur of the moment : extemporize <~ on the piano> 2 : to make, invent, or arrange offhand <~ a sail out of shirts> ó im·pro·vi·sa·tion \im-ˈpra-ve-ˈza-shen, ˈim-pre-ve-\ n ó im·pro·vis·er or im·pro·vi·sor \im-pre-ˈv-zer, ˈim-pre-ˈv-\ n

ex·plo·sive \ik-ˈsplo-siv\ adj 1 : relating to or able to cause explosion 2 : tending to explode ó explosive n ó ex·plo·sive·ly adv

de·vice \di-ˈvs\ n 1 : scheme, stratagem 2 : a piece of equipment or a mechanism for a special purpose 3 : desire, inclination <left to my own ~s> 4 : an emblematic design

explosive decompression: The act of releasing from pressure in a sudden, powerful manner.

Assumptions about bombs:

1. A bomb makes noise when detonated. The sound has low frequencies in it and an almost instant rise time.
 2. Powder bombs leave soot residue, plastic high explosives do not.
 3. Normally spherical but rarely shaped and directed by professional ordnance experts.
 4. Energy of blast declines as pressure wave dissipates through distance and absorbed by material.
 5. Energy of blast directed outward.
 6. Bomb energy consequences leave special imprint on metal.
 7. Bomb and fuse pieces may exist in area of detonation.
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Assumptions about explosive decompression:

1. It makes a noise.
2. It exerts outward force.
3. It leaves no soot or explosive residue.
4. It has few low frequencies and slower rise time than bomb but still sudden and loud.
5. It may be very powerful depending on amount of pressure

released.

Air India Flight 182: Official cause was detonation of bomb in forward cargo hold.

1. Sound on CVR not a bomb but structural breakup according to testimony.
2. No soot.
3. Only evidence of outward explosive force is at forward cargo door so blast directed, not spherical.
4. Ambiguous imprints on small few metal pieces which indicate fast moving metal bending but not bomb force on it.
5. No pieces of bomb or fuse found.
6. Other evidence of bomb absent such as high explosive residue, blast damage on victims or interior of plane, or bomb warning ahead of time.
7. Probable cause of bomb determined without benefit of hindsight and three other similar crashes to compare and draw conclusions.
8. Explosive force evidence on wreckage and data recorders can be explained by inadvertent rupture at aft midspan latch of forward cargo door in flight causing explosive decompression blowing out cargo door allowing 300 knot slipstream to tear

nose off leading to total destruction.

Pan Am Flight 103: Official cause was detonation of improvised explosive device in forward cargo hold.

1. Sound on CVR not a bomb but structural breakup according to testimony.
2. Soot on baggage compartment inconsistent with plastic high explosive.
3. Blast location described as 'relatively mild blast' of 20 inches long making 20 inch hole in fuselage, not sufficient to blow nose of 747.
4. Blast described as 'directed,' inconsistent with spherical bomb blast.
5. No piece of bomb found. Tiny fragment of plastic found months later and claimed to be fuse.
6. Other evidence of bomb absent such as blast damage on victims or interior of plane, or bomb warning ahead of time.
7. Bomb energy described as growing larger as it spread through air conditioning ducts, contrary to physical laws of conservation of energy.
8. Any high explosive residue detected can now be explained as part of a dog sniffing test, heart medicine, or troop uniform

contamination.

9. Probable cause of bomb determined without benefit of hindsight and two other similar crashes to compare and draw conclusions.

10. Bomb explanation would require a small bomb to pass security which detonated and gave relatively mild blast in a directed manner resulting in a small hole on the side of the fuselage which left soot on metal frame, no sound on the CVR, no blast damage on passengers, gained energy as it dissipated through the air conditioning ducts and was loaded on board another aircraft which flew a flight, landed, and was transferred to the destroyed aircraft.

10. Reasonable alternative explanation not available at time of report to consider: an improvised explosive device called a failed forward cargo door releasing explosive decompression.

11. Explosive force evidence on wreckage and data recorders can be explained by inadvertent rupture at aft midspan latch of forward cargo door in flight causing explosive decompression blowing out cargo door allowing 300 knot slipstream to tear nose off leading to total destruction.

UAL Flight 811: Flight engineer heard noise, saw huge hole in nose, told pilot a bomb had gone off, the pilot told the tower a bomb had gone off and he was returning to land, the tower told the military crash crews to prepare for a 747 coming in after a

bomb had gone off. Official cause was inadvertent opening of the forward cargo door in flight.

1. Sound on CVR not a bomb but structural breakup according to testimony.
2. No piece of bomb or fuse found.
3. Other evidence of bomb absent such as high explosive residue, blast damage on victims or interior of plane, or bomb warning ahead of time.
4. Initial thought of bomb determined without benefit of hindsight and examination of the evidence.
5. Reasonable alternative explanation not immediately available to consider: an improvised explosive device called a failed forward cargo door releasing explosive decompression.
6. Explosive force evidence on wreckage and data recorders can be explained by inadvertent rupture at aft midspan latch of forward cargo door in flight.

TWA Flight 800: FBI Assistant Director said he believed it was a bomb. Sixteen months of investigation were conducted into bomb explanation examining thousands of persons connected to the crash and millions of pieces of wreckage. Official cause still undetermined.

1. Sound on CVR not a bomb but structural breakup according

to testimony.

2. Initial thought of bomb determined without benefit of hindsight and examination of the evidence.

3. Evidence of high explosive shown to be part of a dog sniffing test or troop uniform residue.

4. No bomb blast damage.

5. No piece of bomb or fuse found.

6. Other evidence of bomb absent such as blast damage on victims or interior of plane, or bomb warning ahead of time.

7. Explosive force evidence on wreckage and data recorders can be explained by inadvertent rupture at aft midspan latch of forward cargo door in flight causing explosive decompression blowing out cargo door allowing 300 knot slipstream to tear nose off leading to total destruction.

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