

Ammonium perchlorate

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ammonium perchlorate

(*inorganic chemistry*) NH_4ClO_4 . A salt that forms colorless or white rhombic and regular crystals, **which are soluble in water**; it decomposes at 150°C, and the reaction is explosive at higher temperatures.

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So, the ingredients are all there:

1.) six boxes of fabrics, where the fabric could have been soaked in APC, then dried, (AWB 297 4008 8425, HAWB 850 358 : 1 box, 2 kg,
HAWB 010 520 : 1 box ,
HAWB 875 183 : 4 boxes),
load position for the above either PR, SR or RL;
- 2.) a shipment of timers (AWB 297 4014 7026, HAWB 11522/87-015 716,
20 pkgs – vs. 21 pkgs as in DoT-List of 21.04.'88),
load position: PR and / or SR.

One timer connected to an ignition device (detonator, about half the size of a cigarette), possibly triggered by a pressure sensor, could ignite the fabric at a set time / location.

As to time and location of the or a fire, observations follow later, as this relates to the flight path / route, and as you said, I have to line up my ducks first.

Citizen Watch Co. produces/ed a wristwatch with a pressure sensor, which probably was already in production at that particular time.

This is all speculation yet, but a real possibility I should think.

Some observations re. Iodasheet, please see attached gif-files.

The loadsheets made up by China Airlines for both SA 295 and CI 611, follow the same layout, except that, for SA 295 details of main deck cargo are added, this being a 747 Combi, in contrast to the 747 of CI 611, a pax version with lower deck holds only.

CI 611 had 207 pax with 185 pcs of checked-in baggage (3.150 kgs), so at least 22 pax had carry-on luggage only, which is rather normal for a short flight between HKG and TPE, used certainly by business people who visit either place for a day or two only.

SA 295 with 139 + 1 pax had 13 pcs checked-in to MRU and 95 to JNB, that is 108 pcs for 139 pax, not counting one child. So, at least 31 pax travel on that route with carry-on luggage only? Difficult to believe that.

Next, the CI 611 loadsheet is stamped by the issuing department, "Flight Dispatch Department" of CI, which is said to have handled SA 295 also, then why no stamp?

The SA 295 loadsheet appears to have been copied in TPE, the copy certified at the RSA Embassy in TPE. Why doing it in TPE? The loadsheet was not faxed back to SAA-homebase as part of a standard procedure and should thus have been available in JNB? Further, embassy stamp and signature are not dated. Very unusual. For comparison, it should be interesting to get hold of a loadsheet done for a flight SA 295 of a week earlier (when T.J. was absent from TPE) and one of something like two months before the ill-fated flight.

I would not be surprised if this SA 295 loadsheet was made up after the a/c went down, using a mix of real data and data of previous flights.

On 11.12.1987 prior to our departure from P.L. to the search areas, I had requested a copy of the a/c's cargo docs, to help us with identification should we find something. These papers should and could have been available in P.L. at that time, but there was never any reaction to that request.