

The first fire theory. Lets explore the possibility of the first fire theory.  
The TRC transcript of the first couple of hours as described by the forensic expert is very interesting. My take would be as follows. All times UTC as this is the official time used for flight operations.

If the flt had direct clearance from position ELATO (A1)- ISBAN (R214) then the following is feasible:

JEPP FE 4/3 (H/L) used as reference

CRP= compulsory reporting point

480 TAS used for purpose of exercise.

Routing TIA-A1-ELATO-DCT-ISBAN-R214-SUKAR-R203-

TIA-ELATO  $281/480*60 = 35$  min CRP RCTP/VHHH FIR

ELATO-ISBAN  $266/460*60 = 33$  min CRP

ISBAN-BAOSH  $135/480*60 = 17$  min CRP

BAOSH-DUNAR  $197/480*60 = 25$  min CRP VHHH/VVTS FIR

DUNAR-SUKAR  $113/480*60 = 14$  min CRP VHHH AOR/VVTS ACC

This then establishes where the acft would be about 2 hrs into the flight.

SUKAR-KIBAG  $115/480*60 = 14$  min CRP

KIBAG-AROGU  $106/480*60 = 13$  min CRP

This then is the position of the flight 2:31

Helderberg ATD 1423UTC (TRC transcript) ELATO 1458 ISBAN BAOSH 1548 DUNAR 1613 SUKAR 1627

KIBAG 1641 AROGU 1654

A CVR transcript that has a position report at any one of the above positions would confirm the CVR burnt out due to the first fire and would also confirm that dinner as described in the TRC transcript is being served. Note the close proximity of the CRPs along the airways R214 and R203. The length of a dinner service depends on the class being served. The cockpit crew would have been served out of the Upper Deck galley and could have been served any time after level flight had been achieved.

Take DUNAR as the 2-hr point-

DUNAR to Hong Kong 530 nm

DUNAR to MANILA 420 nm

DUNAR to Bangkok 550 nm

DUNAR to Singapore 680 nm

All via airways.

DUNAR to Mumbai (Bombay) 2256 nm GC  
DUNAR to Diego Garcia 2677 GC  
DUNAR to Mauritius 3808 nm GC

SAA had already diverted into BKK with an engine problem before 1987. HKG was/is a normal destination for SAA.

Manila, there is Clark Airforce Base (the CIA/US theory). According to the TRC transcript, SAA would be embarrassed

by inspection of the cargo in a hostile airport should the flt have diverted.

Yet no embarrassment should the Mauritius authorities inspect this aircraft which is showing fire damage. At this point, 2

hrs out of TPE, according to the TRC transcript, the fire now under control and the crew of SA295 receive instructions to

proceed on to MRU and not to divert. Unless the passengers and crew on landing at MRU, are all going to be bought off,

nobody is ever going to talk about how they survived an onboard fire. So much for the foreign airport theory.

This is now an aircraft without any further fire fighting equipment left. There was a large dry chemical fire extinguisher in the main deck cargo hold along with various smaller H2O/Dry chemical bottles located throughout the passenger cabin. One

must assume that all of the fire fighting equipment has been used up and there are no reserves. This crew faces another 8

hours in a smoke filled aircraft with no more O2 (according to the TRC transcript).

Whatever you want to think, I do not believe that faced with the above, Captain Uys and his crew would have continued

on to MRU had a fire broken out about 2 hrs after take off from TPE.

2) The CIA/US theory is also a figment of.... Examine it. Clark Airforce Base at Manila and Diego Garcia, two en route

airports controlled by the US do not even feature in the CIA/US theory. If the CIA/US were involved what better way

than to get the aircraft into an airport where the pax can be looked after by the best medical aid possible and at the same

time get rid of the offending cargo. This option is not used because it did not exist.

For the record SAA also diverted into

Diego Garcia with a B707 with engine troubles. The SAA B707 fleet was replaced early in the seventies. In those days the route to HKG was via SEY with the B707.

3) The dinner theory needs a bit more clarification. Crews eat at all hours. However, there was a practice in SAA at that time of serving a snack to pax and crew prior to landing at an intermediate stopover. MRU being the intermediate stopover, this is what is being served as this was normally served shortly before TOD depending on the pax load and when the cockpit crew wanted theirs. This snack for the cockpit crew was supplemented with the fruit basket and the cheese tray from the previous dinner service.

This was a tragedy for all concerned. Let there be no doubt that everyone would like the truth about the cause of this accident to be revealed. Some fundamental corrections for the TRC forensic expert.

TPE UTC plus 8 therefore 1423 UTC = 2223LT  
JNB UTC plus 2 therefore 1423 UTC = 1623LT