

How Coronavirus and Catastrophic Equatorial Icing Unveil the Mystery of Economic Loss

Carl Gibson, Professor at University of California at San Diego

Hanlin Liu, Student at University of North Carolina at Chapel Hill

Catastrophic Equatorial Icing is the likely cause of most 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. FAA ignorance of CEI and COVID-19 fears have grounded Boeing planes at a cost of a >B\$ a month for a year. CEI is easily predictable from modern turbulence and stratified turbulent mixing theory (Gibson) as shown by R. N. Keeler (SPECTRUM 2005), (see cei.ucsd.edu). CEI was first proved by the MH370 (mystery plane) crash where Boeing identified MH370 debris 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 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 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. Once COVID-19 fears and Boeing fears have lessened, CEI events will resume.

Boeing is the largest manufacturer of airplanes in the world. They have had two unexplained crashes recently due to Catastrophic Equatorial Icing: Lion Air at 6S and Ethiopian Air at 9S. 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 victim of CEI was Adam Air in Indonesia. Everyone was killed and the airline went out of business. Air France 447 and Malaysian Air Line 370 were next 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. Hawai'i is at 20N and Airbus plans 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.