

# The Yemenia Airways Airbus Crash: the disturbing truth.

## Bahia: "She is 13 years old, she's a miraculous survivor and . . . she is a better witness than the black boxes!"

EXCLUSIVE : Next-up Organisation 03 07 2009

Bahia (Baya) Bakari, a teenager of 13 who was travelling with her mother, survived the crash of the Yemenia Airways Airbus A310-300 number 70-ADJ, flight IY 626, which fell into the Indian Ocean on the morning of 1 July 2009. It was making a second attempt to land at the airport of Moroni Hahaya, about 20 kilometres away on the archipelago of Grand Comoros.

The crash killed 152 people, 66 of them French.

Bahia was found at about 3am in the morning, having spent more than 10 hours in the water in the middle of a jumble of plane parts. "We tried throwing her a buoy but she couldn't catch it. I had to jump in to pull her out," recounted one of her rescuers.

The only survivor found so far, she was suffering from hypothermia when she was rescued. She was sent to Paris this morning on a special flight. According to the doctors she has a broken clavicle and burns on her knees, but otherwise her health gives no cause for alarm.

She was travelling to the Comoros with her mother, who died in the accident.

Her father Kassim Bakari, who lives in Corbeille (near Paris) was able to talk on the phone to his miraculously rescued daughter. He describes her daughter as fragile and hardly able to swim. *"She didn't feel anything until she found herself in the water. She heard other people talking but couldn't see anybody in the dark. She had been pushed out of the plane, someone had pushed her out and she found herself in the water outside it."* This implies that there were other survivors.

**Bahia said that the plane suddenly went dark and did a nose-dive.**

The fact that this happened at fairly low altitude when the plane was coming in for a second landing explains why it wasn't completely smashed up. It looks as if it broke up because it hit the sea at an awkward angle. Even if the exact reasons for the accident are not yet clear (age of the plane, weather conditions, etc), it is remarkable that in this crash, unlike others, there is one survivor who can say what she saw.

While her account could exclude several scenarios such as breaking up in flight, or an explosion, etc, it might curiously enough complicate the process of official enquiry. Whether the black boxes are found or not does not make much difference since we know from experience that reading and analysing them hardly ever produces a definitive account of how an accident has happened.

Official enquiries are often carried out by "experts" who bear a close resemblance to the "official" experts who pontificate on the health hazards of mobile phones. But with a survivor on the scene it will be harder to produce the usual stereotyped conclusions.

As far as this crash is concerned, **the factors that are not suppositions but certainties** show that the plane had an electrical breakdown (whether total or partial we don't know) then nose-dived from low altitude into the sea about 20km away from the coast.

Similar accidents have already happened, for instance the A310 of the TAROM flight 381 on 24 September 1994, which when approaching Orly suddenly gained height and then went out of control and made a nose-dive, which the pilot managed to pull out of when just 240m from the ground. None of the 186 passengers and crew were injured. The BEA enquiry concluded it was due to pilot error, to be precise to mishandling of the automatic pilot, which is very strange.

A more serious case was the 31 March 1995 crash of an A310 just after take-off from Bucharest, after the unexplained jamming of the assisted power drive of one of the engines. Everyone on board was killed.

[\[Wikipedia TAROM\]](#)

It seems clear that the Yemenia Airways Airbus A310-300 was showing signs of age and poor maintenance, but that does not explain a serious fault that could have caused the crash, though this is usually due to a combination of factors. In this case the first problem was an electrical blackout, possibly the result of a "bug" that might have arisen from not observing the regulations on [EM compatibility and immunity](#) [\[click\]](#). This problem occurs fairly often but at higher altitudes is not so dangerous [\[Dossier incident A330 Qantas\]](#) [\[EASA : EMERGENCY AIRWORTHINESS DIRECTIVE\]](#)

The Airbus A310-300 is a plane with semi-mechanical controls, which are in fact power-assisted, as in all modern aircraft of the older generation that do not have fully electronic control systems.



Bahia Bakari in Moroni hospital

[ZOOM](#)

It has been noticed in the last few years, in particular after the crash of the Boeing in Sharm El Sheikh (Egypt), that all of a sudden accidents become inexplicable, in spite of the black boxes that are supposed to provide evidence showing why an accident has happened. Another case was the Airbus approaching Perpignan (France), which crashed into the Mediterranean in full view of numerous witnesses.

**Next-up Organisation is collecting witness reports on the crashes in Sharm El Sheikh and Perpignan (> Dossiers). [contact@next-up.org](mailto:contact@next-up.org)**

**From the known facts it is possible to reconstruct the exact trajectory of the flight in its last minutes.**

At about 1h 30 the Airbus made a final approach to Moroni airport in difficult weather conditions (red arrows).

Naturally there were several dozen people waiting for the flight to arrive. It is no secret that certain careless people make a mobile call to say they are arriving, while others in the terminal try to contact those on board. Whether these calls connect is not important, but in terms of radiation the mobiles used by the passengers have to send out a strong search signal, since the body of the plane acts as a Faraday cage.

Incidentally this is one possible cause of the crash of the **British Airways Boeing 777 at Heathrow airport**, [\[click\]](#) where calls made by incoming passengers can hook up to the Hounslow base stations less than 180m from the approach route. Obviously this was never proved, **or even considered in the official enquiry report.**

As for the Airbus approaching Moroni, the wind was blowing at 25 knots with gusts of 35 knots (60km/h). What made it more difficult is that the first approach has to be made in the contrary direction of the runway, which has only one ILS (Instrument Landing System).

Since the landing conditions were not good the pilot decided to try again and make another standard circling approach, which was more tricky. He flew more or less over the runway (many witnesses saw the plane pass at about 50m from the ground) and turned to make a wide loop (blue arrows) following the prescribed procedure for a circling approach. It was while making this loop that the plane dived into the sea as reported, offshore from the village of Mitsamiouli.

#### **Concerning the enquiry:**

It would be entirely possible to document the number of mobile phone calls or attempted calls made (if any) in this phase just before the crash.

If a large number of calls were made (which is likely since the plane was having problems landing) then the resulting levels of EM radiation in the plane **could have exceeded the threshold of electromagnetic immunity and set off electrical faults**, etc.

- The question now is to know if the enquiry will be carried out "as usual", that is to say by dismissing this hypothesis out of hand, as has happened with the Sharm El Sheikh crash and others.

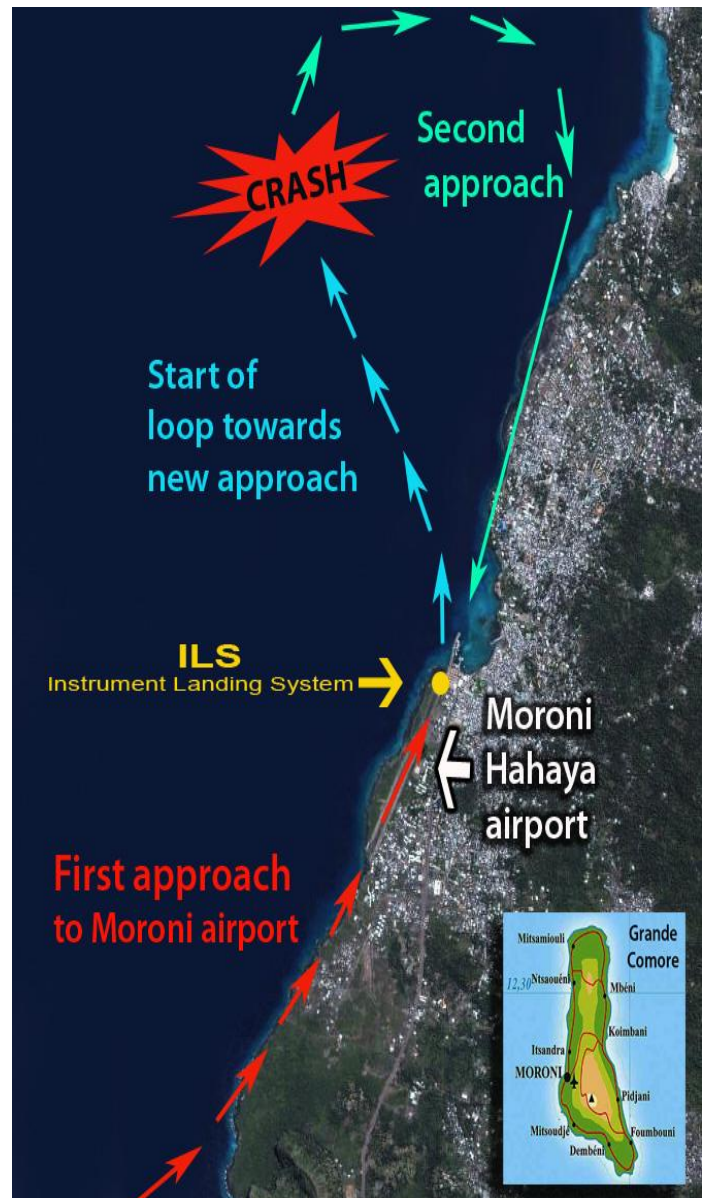
- The problem is that now there is Bahia, the miraculous survivor and unique witness of the crash, who can tell us more than the black boxes! It's very fortunate, and essential for the enquiry and for justice.

France 2 TV news, 2 July 2009: [video report Fr]

[Statements from Kassim Bakari and Zaitoune Abdallah Cheick \(mention of a "bug"\)](#)

03 07 2009 15h : **Latest news**

**Bahia told her doctors that the moment of the accident was "like an electric shock".**



Yemenia Airways Airbus A310-300 approach routes to Moroni airport  
[ZOOM](#)