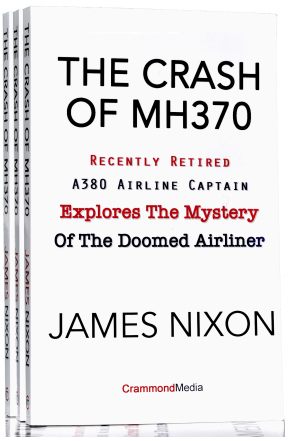
# THE CRASH OF MH370

Recently Retired A380 Airline Captain

Explores the Mystery of the Doomed Airliner

# MEDIA KIT




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20th February 2017

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**Crammond**MEDIA

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# SYNOPSIS - SHORT

The Crash Of MH370 examines the facts, who's who, the flight and search. It dispels the populist theories, provides the author's best guess as to what happened, and provides a list of thirteen urgent recommendations for the industry. It's the first book on the subject written by an airline captain with similar experience to the missing pilot.

# SYNOPSIS - LONG

**The Crash Of MH370** may well be one those ground breaking accidents that change our way of thinking. Currently in the final stages of production, this book is an analysis of the mystery that is the missing Malaysian Airlines 777, and one of the first to be published after the search concluded.

Unlike previous books about the ghost plane written by well-meaning amateur pilots and journalists, the author is an industry insider; an A380 captain with similar experience to the missing pilot.

It examines the facts, who's who, the flight and search. The latter half dispels the various theories, provides the author's best guess as to what happened and delivers a list of thirteen urgent recommendations for the industry.

Rarely do we hear from people within this industry. From pilots and air traffic controllers to crash investigators, their employment contracts stipulate: *no media.*

That James Nixon has chosen to publish this book within three months of his retirement means we are given a rare chance to peek behind the cockpit door.

# BIO - SHORT

James Nixon has just retired from over 30 years flying, his last role was an A380 Captain. He has flown all over the globe, (except Central and South America); working for airlines in Australia, Malta, U.K, Vietnam, Bahrain and the U.A.E.

An avid writer and photographer, this is his fourth book.

# BIO - LONG

The Author has just retired at the top of his industry as an A380 Captain after flying for more than 30 years. His credits include nearly 18,000 flight hours and flying both Boeing and Airbus airliners since 1992. Prior to becoming a pilot he was a freelance writer and photographer for eight years.

James has won two awards for his part in a light plane rescue and his extensive career has involved working on industry committees and consulting groups.

He has been based with airlines in Australia, Malta, the U.K., Vietnam, Bahrain and the United Arab Emirates.

An avid writer and photographer, James Nixon is author of three books:

"**On Tour : Travels With An Airline Pilot**", HERE 1430 photographs and stories from behind the cockpit door.

" **…And That's My Side of the Story**", a memoir to the crew of an Airbus which suffered an inflight engine failure, and

"**Sleeping For Pilots & Cabin Crew (And Other Insomniacs)**", HERE a kindle best-seller which examines the twenty factors affecting sleep and the tips & tricks to enable you to sleep whenever you want.

Since 1997 he has been running www.**jamesnixon**.com, HERE a website specializing in photo-journalism which has been a valuable resource for those interested in aviation safety.

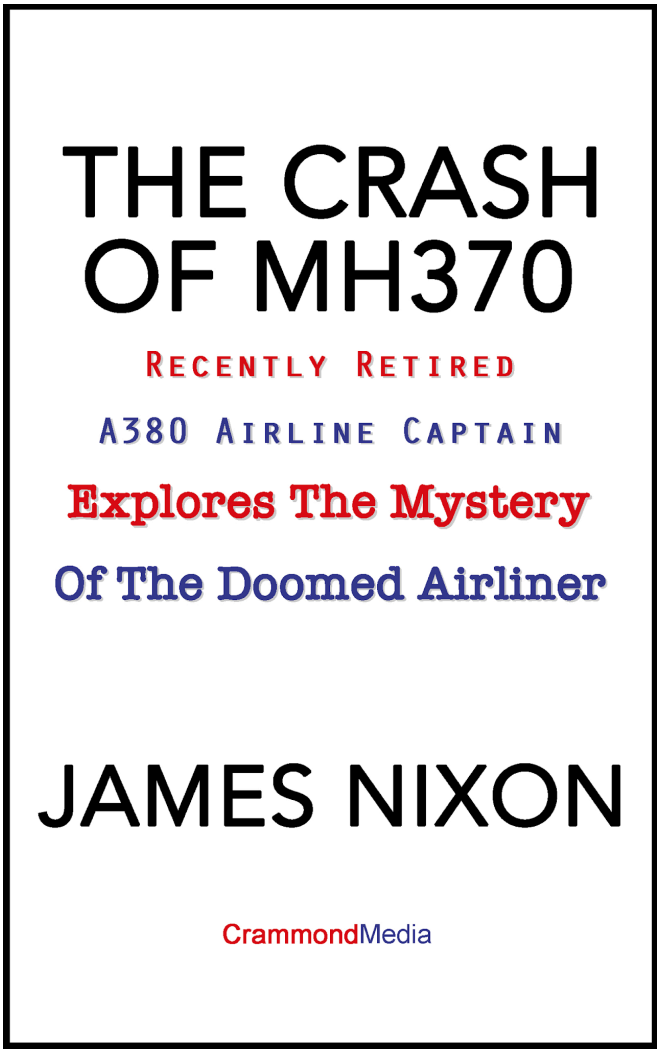
After the collapse of Ansett Australia James ran the AnsettSTARS website, a resource-rich repository that helped employees as they faced an uncertain future.

Since retiring he started **Crammond**MEDIA, to administer his media projects; and has been active on radio in Australia, as well as working on one story with Channel Seven News.

As well as all the Airbus models since the A320, he has flown the Boeing 727, Saab 340 and Metroliner; as well the usual squadron of general aviation aircraft.

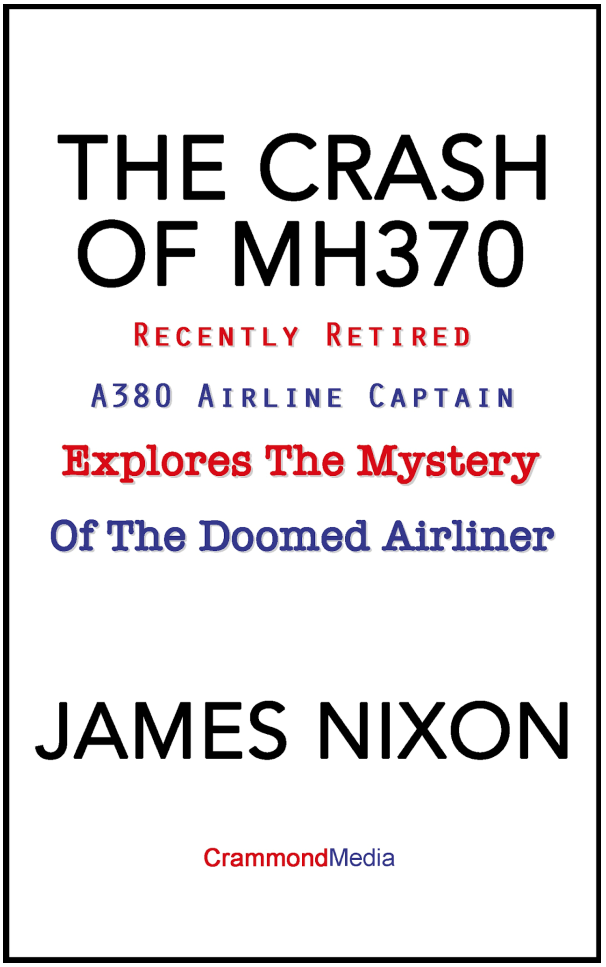
For further information, email james@crammondmedia.com

# BOOK COVER




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# HEADSHOTS

Contractual arrangements with his previous employer preclude our Author, the retired Airbus A380 Captain, from disclosing the name of his previous airline.

Please use the quote :

**“Retired Airbus A380 Captain James Nixon”** or
**“Retired A380 Pilot James Nixon”**

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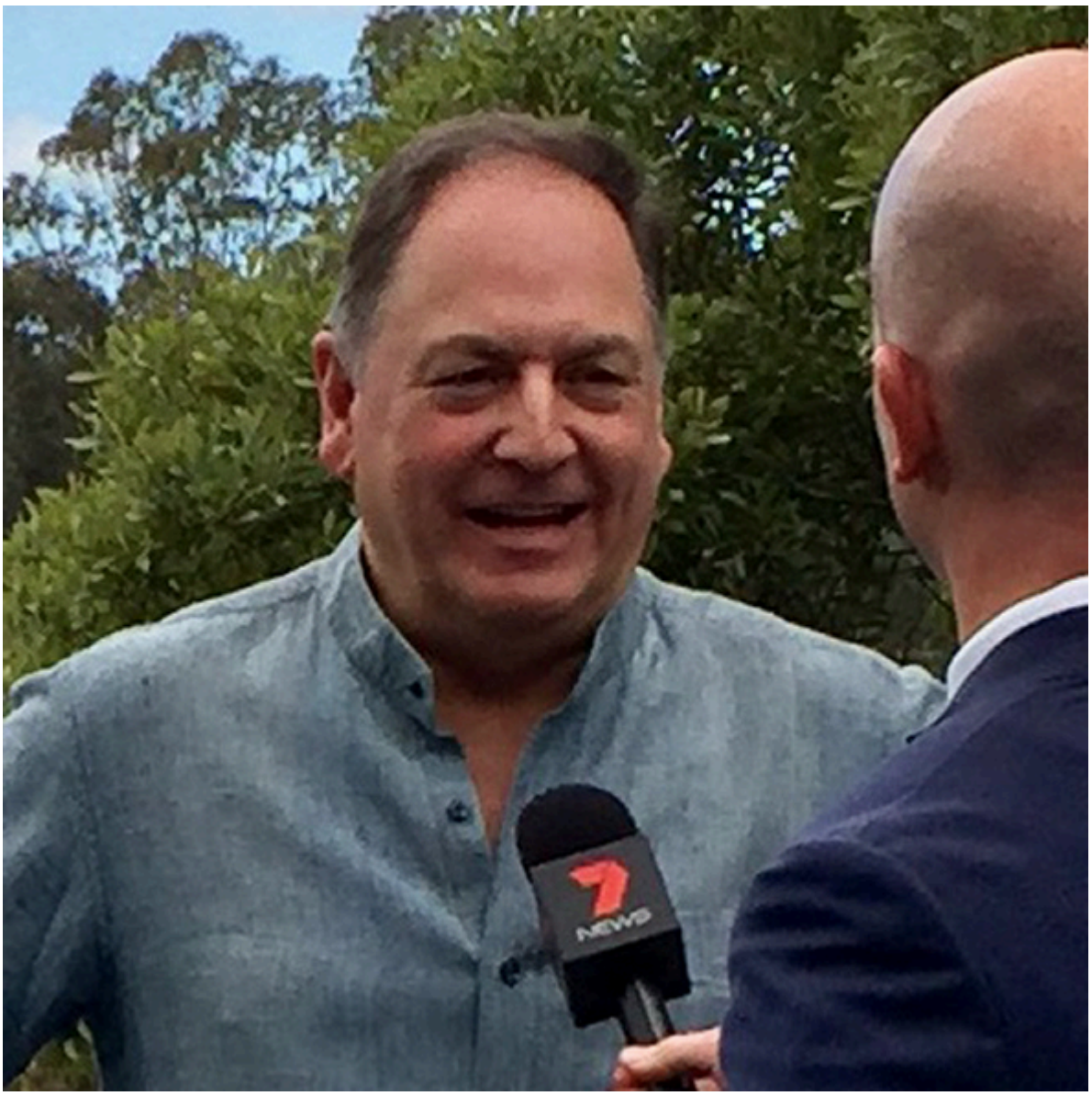
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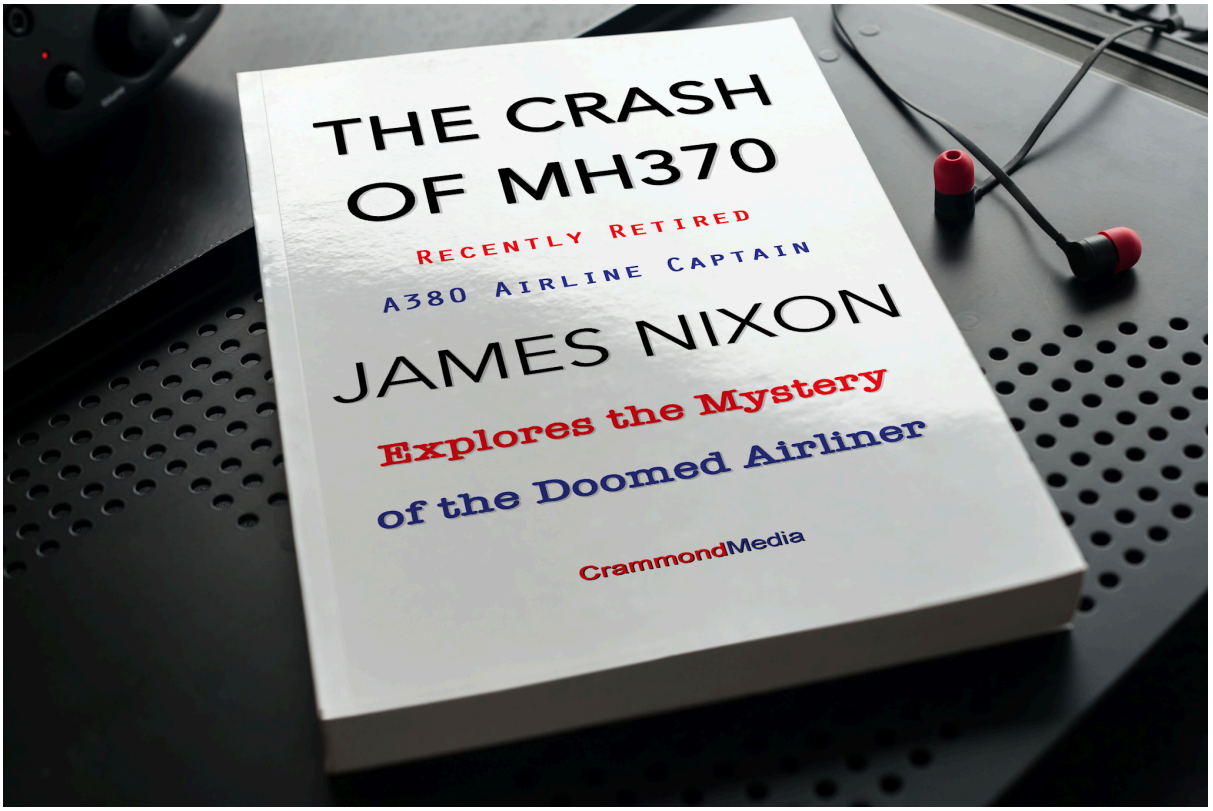


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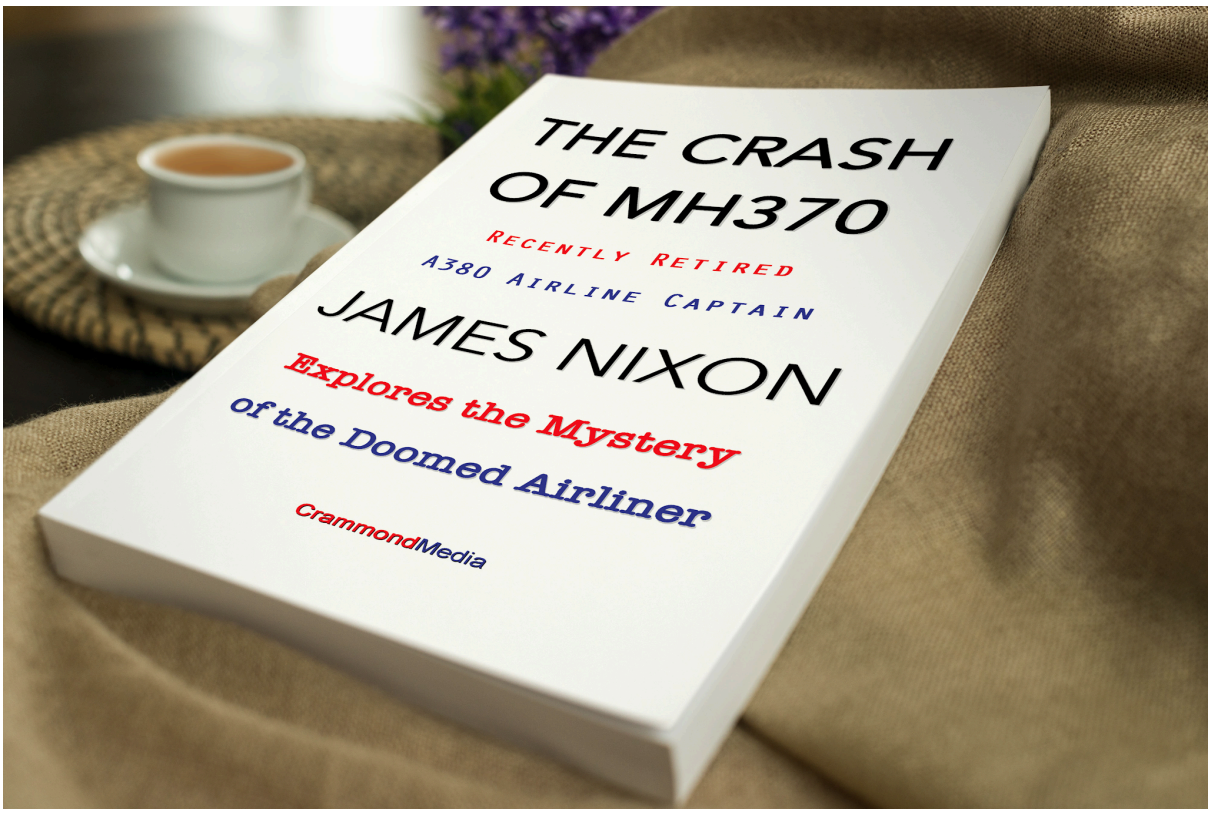



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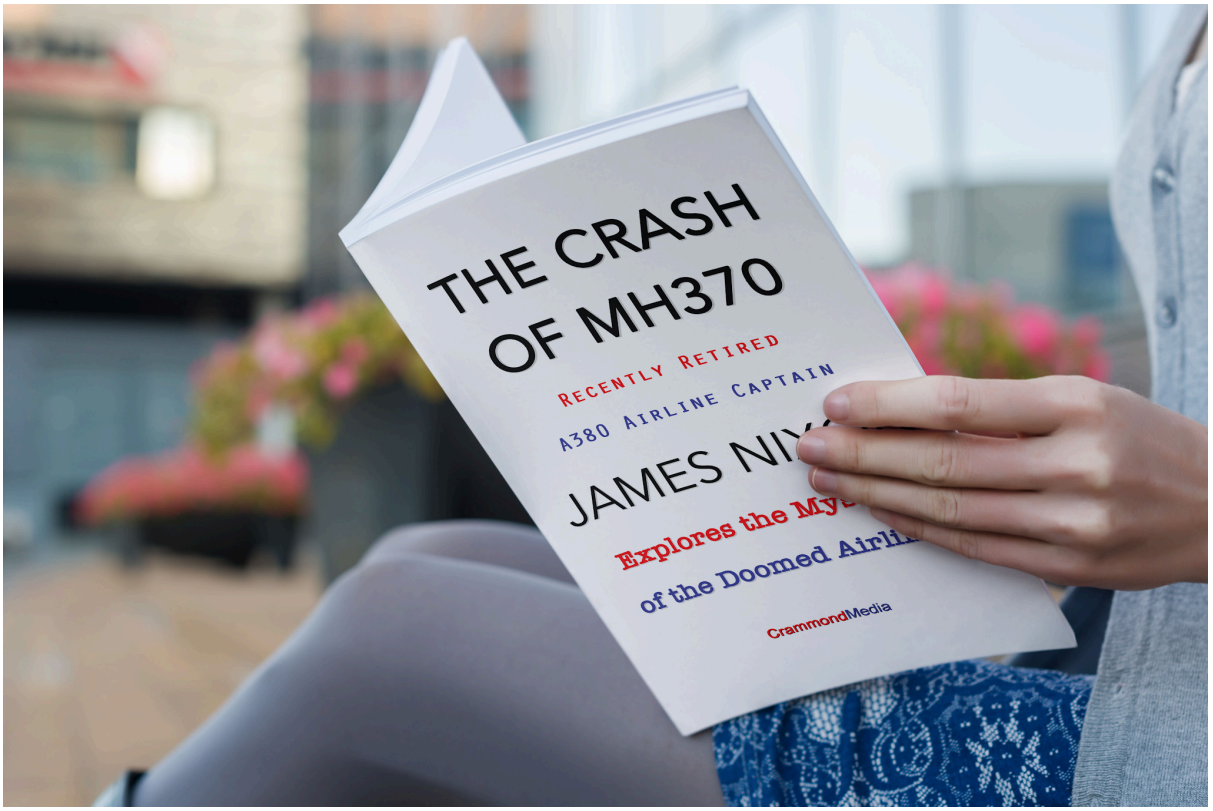
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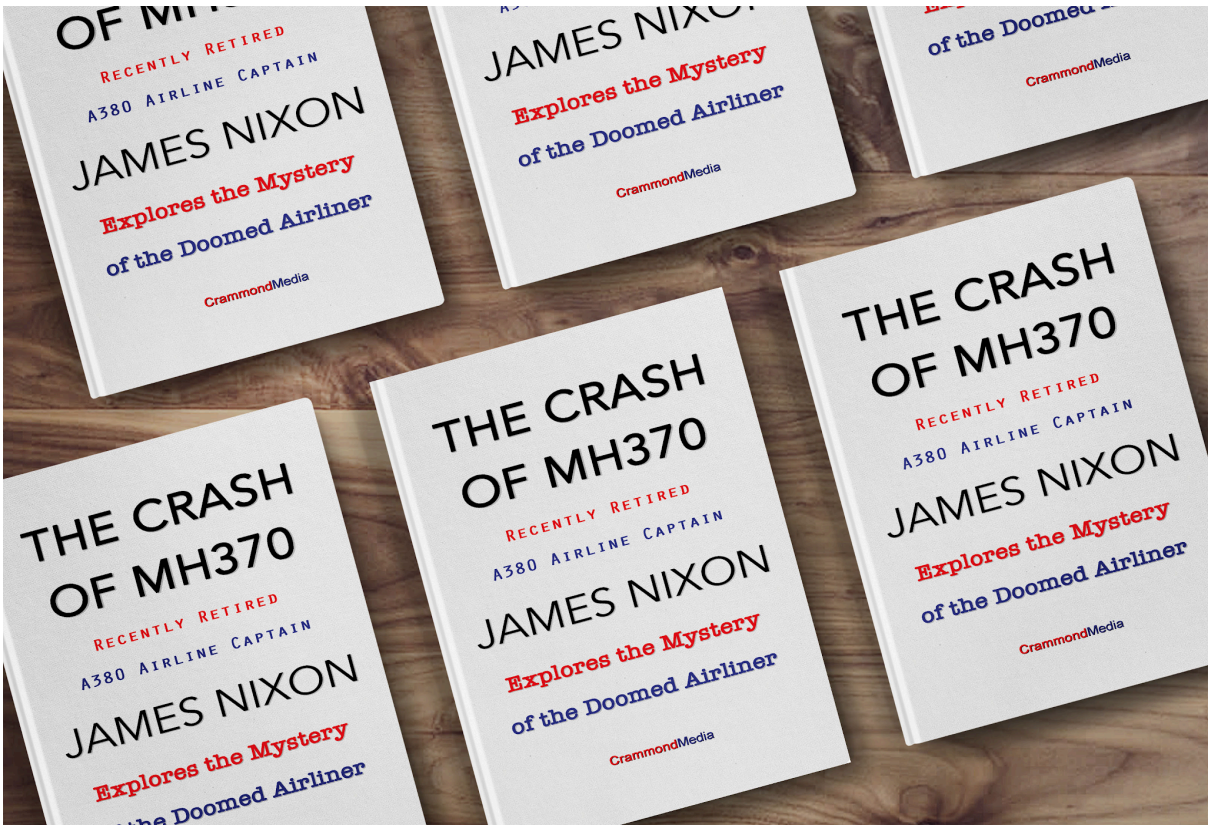

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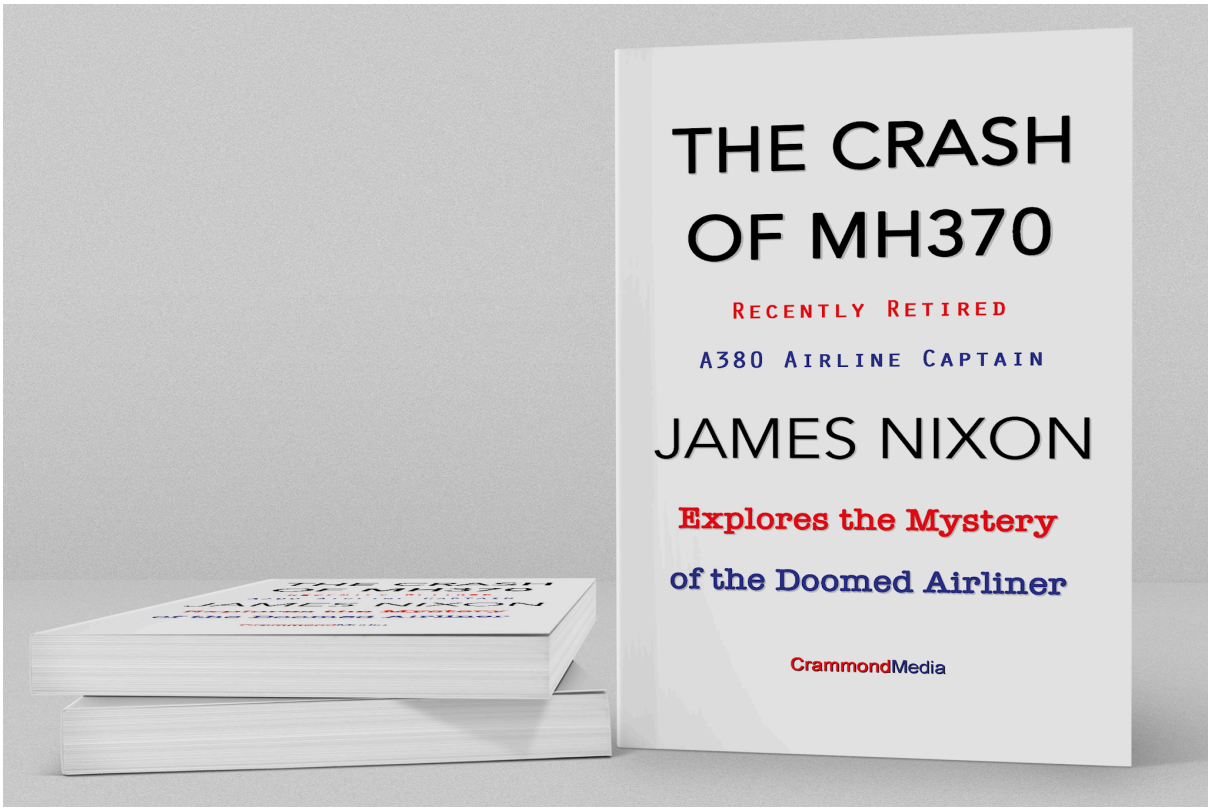
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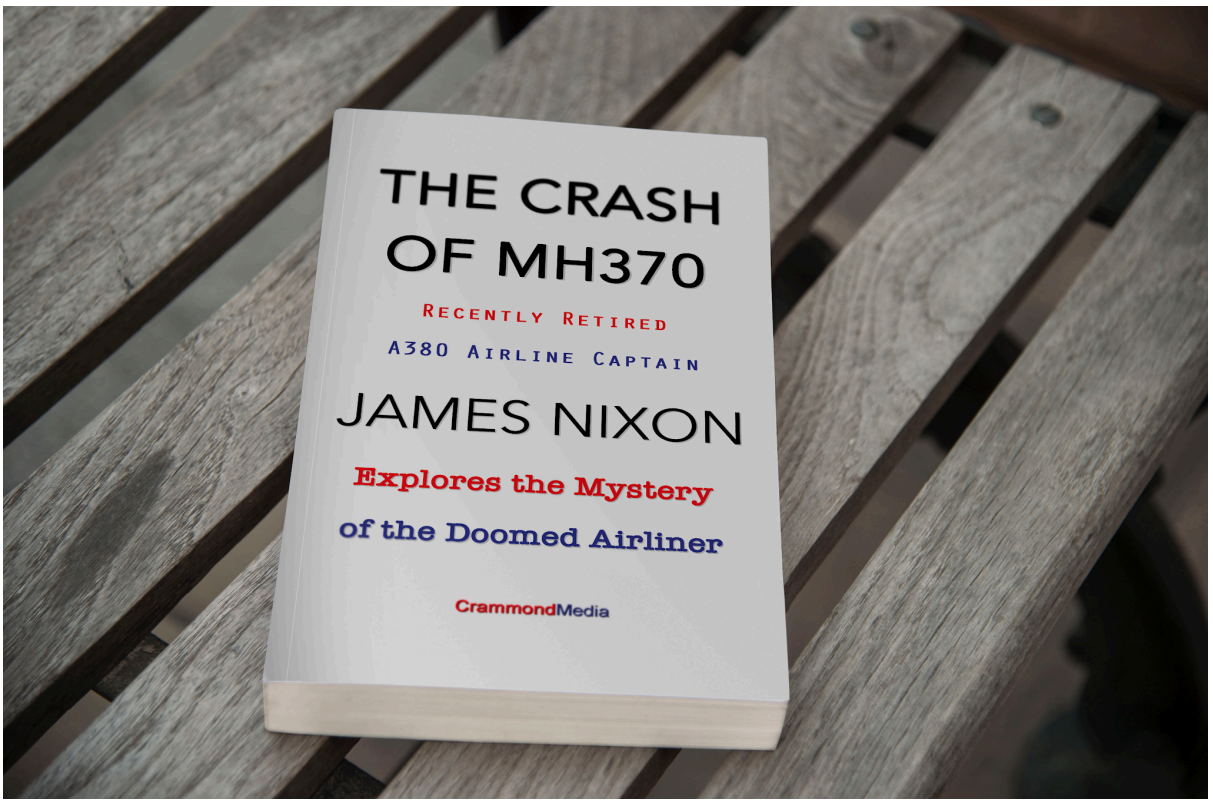
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# INTERVIEW QUESTIONS

## Why did you write this book?

No-one in the industry is allowed to speak in the media because of their employment contracts, Pilots, Engineers, Air Traffic Controllers, Airline Management or Investigators. So the field is left open to recreational pilots, journalists and conspiracy theorists.

In cockpits and engineer's lunchrooms we have sat gob-smacked, amused, annoyed and frustrated at what has been said about this crash, when at all times the odds have been pointing to something much less sexy, but more probable.

Like all the other crashes, Ockham's Razor would suggest *"the simplest theory is most likely correct"*.

I wrote this book at the insistence of my sister, who realises that she could easily have been in the place of Captain Shah's sister. I have the same amount of experience as him. It could have been me.

I contend that the pilots were defeated by poisonous smoke, and until proven otherwise, I reckon they were heroes.

## What about the conspiracy theories?

My book knocks the conspiracy theories out of the park, and addresses the theories raised in the public forum since the crash. Bomb, explosive decompression, shoot-down, mid-air collision, hijack, hypoxia, loss of control, suicide, lithium battery fire, and the simultaneous multiple-failure of cockpit window and oxygen system.

If Captain Shah wanted to make a statement, he would have pointed his fuel-laden aircraft at -the Petronas Towers, just after takeoff, and said *'Watch This!'* - wouldn't you?

## What do Pilots know about this crash that the public doesn't?

For a start, most operating pilots have done something that the public hasn't. We have read every word by the Investigators, digested them, and used our years of experience to brainstorm ideas amongst ourselves. When you spend thousands of hours flying over remote oceans at night, doing battle with the thunderstorms around the equator; it concentrates the mind.

The work done by the huge team led by the ATSB searching for the wreckage is the story of the decade, and no-one's reported it. Sadly they weren't successful, but I hope one day someone makes a movie about it.

The drift area of the 25 recovered parts is as large as Europe. There is only one place on the arc of the final satellite transmission that the parts could have come from. Too far south, everything washes-up the the West Australian coast. Too far north? Asia. So it's sad they couldn't find it.

What do Pilots know?

Two things:

One. Unless you smell smoke you don't immediately put your oxygen masks on when you are dealing with smoke troubleshooting. In most cases it is an exercise in communication over the interphone with Cabin Crew.

Two. The first thing you do when you want to divert to an emergency airport, just as the UPS 747 did over the Arabian Gulf, is to disconnect the autopilot so you can increase your bank angle, and shave about 13 miles off your turn radius.

## What do you think happened?

I think the pilots found themselves dealing with a major fire and smoke event. It probably started in the rear of the main equipment centre, maybe the front right of the forward cargo compartment, and took out the communications equipment. The Pilots most likely did their Mayday call (which never reached the aerials), checklist, and diverted, but were overcome by toxic smoke.

The aircraft continued, with the autopilot off, its progress being modified by its interaction with clouds, winds, and weather. The dynamic stability of the 777's design kept it flying until it ran out of fuel.

## Could it happen again?

Yes. According to reports, there is one smoke event for every 2,000 flights. That's more than fifty a day worldwide. Normally it's just a minor event in a galley, or the cabin. Or a smoker in a toilet.

Australia's Regulator and Investigators were so worried that they produced a joint report, after investigating over 1,000 smoke events in a 5 year period.

My group of advisors agrees that we have too-little information on how pilots handle the *Smoke Fire & Fumes* and *Smoke Removal* checklists in an emergency. By redesigning the existing checklists the industry, the manufacturers and NASA have been trying to fix what I consider is broken. I think pilots want to keep trying to finish the first checklist; instead of switching to the second checklist - the Smoke Removal checklist.

After all, switching to the second checklist means you will never know what caused the problem. Pilots hate losing.

## What do you propose that others haven't?

I am proposing a new way of dealing with the *Smoke Fire Fumes* scenario. We have a very small amount of time to take action in a smoke event. You can't troubleshoot smoke when the cabin is full of smoke. I am suggesting we turn things around with a different concept of checklist; in effect, do *Smoke Removal* first to make the airplane safe. Then *Systems Restore* after troubleshooting.

At the first sign of smoke, we turn off the air-conditioning packs and, maybe even the main electrical busses. Then reintroduce the systems one at a time, when we are ready, to find the offender. Eventually almost everything is turned back on, but only when we know the systems are safe.

The byproduct is that the aircraft cabin altitude will have risen a few thousand feet, which means that if we have to do rapid descent, we can achieve depressurisation faster.

Depressurisation, to clear the smoke and emit fresh air, is achieved when the altitude in the cabin is the same as outside. By raising the cabin altitude from, say 6,000 feet to 9,000 feet during six minutes of trouble-shooting, means that if we do a rapid descent, we achieve depressurisation at 9,000 or 10,000 feet. maybe a minute earlier.

## Many very smart investigators have struggled to work out the cause of this crash. How come you have the answers?

For a start the work being done by the Australian investigators was *where*, not *why*. They were contracted to find out where, underwater, was the wreckage.

The task of *why* is the Malaysian's. That cannot really be achieved until they have the Flight Recorders and all the evidence. They have done a lot of work on *why not*, which helps us get to *why*.

Pilots know that the *Smoke Fire Fumes* event is different to a depressurisation emergency. It is largely a communication event. The checklists say you should put your oxygen mask on *if required*. So, in reality, you try to get as much done as you can before putting your masks on, since they impede good communication. You delay putting them on until you smell smoke.

With fire-blocked cabin interiors following the Manchester and Riyadh crashes, there is a tendency to believe that the chances of a raging fire are low.

But types of toxic smoke kill after only a few breaths. The Station Nightclub fire in Rhode Island 2003 killed 100 people in five and half minutes. 80 of them just breathed-in and died. No burns, no trampling, no bruises. Just breathed-in.

We saw with the last smoke event, the UPS 747 over The Gulf; the first thing the Captain did, to do a tight reversal turn, was turn the autopilot off. This allows a greater bank angle and shortens the turn distance markedly. It's what pilots do. We saw that in the simulators of recurrents sessions by airlines all over the world after that crash.

The current investigation pre-supposes the auto pilot was on. I think it was off. We have the speed of the aircraft and the time taken to complete the turn. That gives us a radius and therefore bank angle –tighter than a normal turn on autopilot.

The inherent dynamic stability of the 777 design, and its inertia, means that it would be quite happy to fly by itself, its course being changed after interacting with clouds and wind.

Pilots of small aircraft find that hard to believe, but it's true. One friend hand flew an A380 from London to Dubai at cruising altitude reporting that *'it was rock solid, we only had to change the heading by a few degrees every hour."*

The Thrust Asymmetry Compensation (TAC) of the 777 would even keep the aircraft flying after the first engine flamed-out, so it wasn't until the second engine also ran out of fuel, and

the Ram Air Turbine started the emergency generator, that the 7th satellite handshake occurred.

By that time it was going straight-in and, like we saw with the Space Shuttle Challenger, the wreckage is going to be much smaller than the public imagines.

I have tested my theory with a number of senior pilots, examiners and test pilots, plus an engineer; and they haven't been able to find fault with it. With their help, the book makes 13 industry recommendations.

The reason you haven't heard theories from pilots and engineers currently working on large, wide-body aircraft is that they love flying. The penalty for going-public is instant dismissal. They're not stupid.

Luckily, for me, I just retired.

## Why have you waited until now to go public?

I posted the reason why I think the plane crashed on my website a few days after the crash in March 2014.

It wasn't until I retired and moved back to Melbourne last October that my sister said the conspiracy theories were upsetting her and, probably, the sister of every other airline pilot out there.

I have been researching and writing this book ever since.

The search is coming to an end. Malaysia, China and Australia will soon be deciding if they should continue to search.

I am saying, on behalf of every pilot and cabin crew flying, every engineer and investigator who cannot speak publicly; and every passenger who has no idea why: *'Keep Searching!'*

Never stop.

This is a game-changing crash, and the industry needs to find the answers.

Soon 17 hour flights from Perth to London will be normal. We need to know what happened. The future of things like the Mission-To-Mars may depend on understanding what happened and modernising these procedures.

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