

OX never complied and was not approved for ETOPS rules. Yet, very often, flights were operated beyond 60 minutes, with passengers on board. The attached is from HS-BTA, the B-757 logbook.

MLE-MBA (Male, Maldives to Mombassa, Kenya) Look at a map. The total distance: 2000 Nautical miles. This means that this flight spent over 2 hours beyond 60 minutes from a suitable alternate. This was highly illegal, but here is more:

Had they suffered any failure requiring a descent to 10000 ft, such as decompression of the cabin, for a period of about 1 hour in the middle of that flight, they would have run out of fuel and ditched in the ocean. Why? It's called "wet footprint" . Look at the fuel out of MLE. 26 tons. This aircraft can carry about 36 tons with the 3 tanks full. It left Male with about 5:30 mins flight time to dry tanks. AT 35000 Ft. Had they had to descend from about 1:45 mins from Male, the fuel consumption per NM almost doubles at 10000ft.

They would certainly have ditched, at night, in the middle of the Indian ocean. There's still more, Look at the defects, specially items 1 and 6. Show this to any B-757 captain, he would never have taken off from Male with those defects. Criminal, you say? You bet. Who was the Captain? Bob Every was technically not the captain, McDermott signed. Incidentally, this is the trip where the left engine reverser sleeve flew away, on the subsequent leg from MBA to BJM.