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Coral Gables, Florida 33134

July 26, 1996

The Editor
The International Herald Tribune
Paris, France

FAX 331-41.43.92.10

Dear Sir:

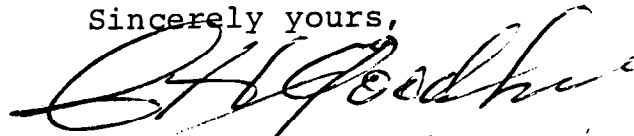
The article headlined "Planes Don't Blow Up" (IHT July 24) is totally absurd. The sub-title "only a very well-placed bomb could do it" is contradicted by the very last sentence of the article, "if the engine explodes, it would break the wing and release the fuel".

Industry professionals have known for very many years that airliners, particularly the wide bodies, have been operating on the ragged edge of tire technology. The criticality of exceeding tire temperature limits during heavily-laden, high speed take-off rolls, is not at all unusual. A pot-holed JFK airport runway would severely exacerbate the hot tire condition which could initiate a fire as the wheels retracted into close proximity to hydraulic lines, fuel lines and full fuel tanks. An exploding tire has tremendous force and quite conceivably could rupture the hydraulic lines, fuel lines and the fuel tank itself, thereby culminating in the fireball explosion seen by the eye witnesses. The ignition of 48,000 gallons of fuel needs no further explanation.

I suggest that the haste to pin the TWA crash on a terrorist bomb is a cop-out, and an attempted cover-up of the irresponsible practice of hanging engines and landing gear on fuel tank supporting structure in combination with excessively high take-off speeds on over-stressed tires. Advanced design technology which eliminates this deficiency has been available for decades but vested interests have prevented it from being made available to the traveling public.

My assessment as above is based upon my experience as a pilot since 1939, which includes parachuting safely on two separate occasions from burning flight-test aircraft.

Sincerely yours,



Chalmers H. Goodlin

CHG/mf

LETTERS TO THE EDITOR

Airline Security

The crash of TWA Flight 800 ought to serve as a wake-up call to the United States. Tighter airport security is needed. We in Israel unfortunately have had much experience with terrorism; as a result, security on El Al has become second to none worldwide.

All U.S. airports should be required to institute security procedures such as these:

- All check-in luggage must be opened and carefully searched by trained airport security personnel.

- All passengers must be carefully checked with detectors before boarding.

- All passengers must be asked series of questions to determine whether they are carrying weapons or potentially hazardous materials, or have accepted anything from anyone prior to departure.

Such steps will greatly inconvenience the flying public. They will cause long delays, require travelers to arrive at airports hours before departure and cost a great deal of money.

Passengers taking quick business trips should be encouraged to take only carry-on luggage, which can be checked quickly with existing security devices. Those taking longer trips should be limited to no more than two pieces of luggage. Passengers should be re-

quired to pay a \$10 airport tax with every ticket, which would cover much of the cost of the increased security measures.

DAVID FROEHLICH.
Rehovot, Israel.

Regarding "Planes Don't Blow Up,' Aviation Experts Assert" (July 24):

Industry professionals have known for very many years that airliners, particularly the wide-bodies, have been operating on the ragged edge of tire technology. It is not unusual to exceed tire temperature limits during heavily laden, high-speed take-offs.

A potholed runway would severely exacerbate the hot tire condition, which could initiate a fire as the wheels retracted into close proximity to hydraulic lines, fuel lines and full fuel tanks.

An exploding tire has tremendous force and quite conceivably could rupture the lines and the fuel tank itself, culminating in a fireball explosion — the ignition of 48,000 gallons of fuel needs no further explanation.

My assessment is based on my experience as a pilot since 1939, which includes parachuting safely on two occasions from burning flight-test aircraft.

CHALMERS H. GOODLIN.
Coral Gables, Florida.

Regarding "Airlines Lack

Common Security Rules" (July 25):

How do, or should, airlines deal with the situation in which a passenger has barely made his connecting flight and has therefore left his checked luggage behind at the connecting airport?

Obviously, the passenger is in no position to identify his luggage as it is loaded on the next flight out. Meanwhile, airlines do have the responsibility to deliver luggage to the passenger at his ultimate destination.

JEAN DE ROCHEFORT.
Bucharest.