

IT'S RAINING CLANDESTINE FROM THE SKY

On 30 June at 3.42 p.m. local time in London, a person's body crashed into the courtyard of a house on the south-western outskirts of London on Offerton Road in the Clapham district. No casualties and no ground damage. The police have declared the area to be a 'crime scene' and investigations are under way to identify the unlucky male victim.

What could be ascertained for the time being is that the body crashed to the ground at the moment when the landing gear compartment of a Kenya Airways Boeing 787 opened for the imminent landing on the Heathrow runways. The plane came from Nairobi and the flight is 6840 km long, which takes about 9 hours. The police found a bag, water and food in the compartment.

It is not the first time that lifeless bodies have rained near London. In June 2015 it took place in the Richmond area, to be precise on the roof of a house. It was a British Airways flight from Johannesburg. In September 2012, in a street in Mortlake, on the outskirts of London, the body of a person who was on a plane from Angola fell. In August 2012, a plane from Cape Town crashed.

Between 2004 and 2015, the Civil Aviation Authority (CAA) determined that there were six cases of what are called "stowaways". But beyond the stories of death there are also those who came out alive.

1969 - Armando Socarras Ramirez, 22, survives a flight from Havana, Cuba to Madrid.

1996 - Pardeep Saini, 23, remains alive after a 10 hour flight from Delhi to London.

2000 - Fidel Maruhi survives a Pacific flight on a Boeing 747 from Tahiti to Los Angeles.

2002 - Victor Alvarez Molina, 22, survives a 4-hour flight from Cuba to Montreal.

2014 - Yahya Abdi, 15, survived in a Boeing 767 from San Jose, California, to Maui, Hawaii.

Beyond the news, these too frequent cases of journeys through the landing gear compartment of aircraft departing for various destinations unfortunately indicate that the airport grounds of many airports is no one's land and as such remains very vulnerable in the event that terrorists want to perform extreme acts. We have reiterated several times: it is now very difficult for a passenger to bring on board an aircraft an explosive device, but who controls the aircraft when they are stopped on the apron of an airport and apparently anyone can approach and "take their place" in the landing gear compartment?

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