

# Re: OT:Prevent Airline Hijacking

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*Source:* <http://sci.tech--archive.net/Archive/sci.electronics.design/2005-05/msg01794.html>

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- *From:* "Paul Hovnanian P.E." <[Paul@xxxxxxxxxxxxxx](mailto:Paul@xxxxxxxxxxxxxx)>
  - *Date:* Thu, 12 May 2005 18:18:14 -0700
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Jim Yanik wrote:

- >
- > "Pat Ford" <[pat.ford@xxxxxx](mailto:pat.ford@xxxxxx)> wrote in [news:d5vbjj\\$so4\\$1@xxxxxxxxxxxxxxxxxx](mailto:news:d5vbjj$so4$1@xxxxxxxxxxxxxxxxxx):
- >> Have you seen the pictures of a jet that was pressurized to simulate
- >> highing at 30K foot and then shot with a gun? Not pretty.
- >
- > This is a myth.it even was debunked on Mythbusters TV show.
- > (explosive decompression)

The test that was performed was of an amount of plastic explosives sufficient to rip open a seam in the aircraft skin. The pressure difference keeps such a rip going.

Aircraft are designed and certified to be able to withstand quite a few punctures from events like turbine blade shedding and not explode, decompress violently or loose critical systems function. They can loose at least one cabin window without problems. With a few bullet holes, the pressurization system should have no trouble maintaining cabin pressure.

People getting sucked out holes is a myth. There was a 747 that lost a cargo door and a chunk of the passenger cabin wall at altitude. Other than the poor guy whose seat was attached to the chunk of airplane that got ripped out, nobody else went out the hole.

And then there's the Hawaiian 737 with the convertible top.....

- >> How about if there is a commotion the pilots drop the o2 in the cabin
- >> and
- >> everyone back there goes to sleep.
- >> Pat
- >>
- >
- > The pilots do not have control over the O2 levels.
- > Perhaps cabin pressure,yes.

Not really. The flight crew has minimal control over cabin pressure outside of certain limits. They can equalize to the outside at low altitudes, but the system is pretty well idiot-proofed at other times. Back in the old days, there was a hatch in the roof of a 747 that could

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be opened in flight (at low altitudes and low speeds) to allow the crew to perform celestial navigation in the event their primary nav systems failed.

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Paul Hovnanian <mailto:Paul@xxxxxxxxxxxxxx>

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"Si hoc legere scis nimium eruditionis habes."  
(If you can read this, you're overeducated.)  
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• *Follow-Ups:*

- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Mike Monett
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Spehro Pefhany

• *References:*

- ◆ **OT:Prevent Airline Hijacking**  
    ◇ From: Luhan Monat
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Bob Monsen
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Jim Yanik
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Bob Monsen
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Mac
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Paul Hovnanian P.E.
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Pat Ford
- ◆ **Re: OT:Prevent Airline Hijacking**  
    ◇ From: Jim Yanik

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