

Exhibit 9G

Letter from Captain Mohsen El Missiry, dated 8/16/00,  
Egyptian Delegation comments regarding the Boeing letter B-H200-I7031-  
ASI, dated August 11, 2000 (Mach Trim System)

2 pages

August 16, 2000

Mr. Gregory Phillips  
National Transportation Safety Board  
490 L'Enfant Plaza, S.W.  
Washington, D. C. 20594

Dear Mr. Philips

Please find attached herewith, the Egyptian Delegation Comments regarding the Boeing letter B-H200-17031-ASI dated August 11, 2000 (Mach Trim system).  
Egyptian delegation requests an answer for the report comments.

*It is requested to include these comments in the docket.*

Sincerely,

  
Captain/Mohsen El Missiry  
Chief of Egyptian Investigation Committee

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August 16, 2000

Mr. Scott Warren  
Aerospace Engineer  
System Group Chairman  
National Transportation Safety Board  
Washington DC 20594

Subject: Mach Trim Analysis – Egyptair 767-300ER SU-GAP, Accident Off  
Nantucket, Massachusetts – 31 October, 1999.

Reference:

- Boeing letter B-H200-17031-ASI dated August 11, 2000
- Egyptian Delegation comments regarding the Mach trim dated June 21, 2000

Dear Mr. Warren

Pls find hereafter, the Egyptian Delegation comments regarding the above mentioned Boeing letter:

- It is mentioned in Boeing letter that the stabilizer did not move in response to Mach trim system commands during the period shown in the table (01:50:00 through 01:50:13 EST).
- It is apparent that the stabilizer movement was not due to manual electric trim when the elevators were sufficiently down. The same column cut-out switches disabling the Mach trim command would disable the manual electric trim inputs.
- Therefore, the stabilizer movement when the elevators were sufficiently down, can be explained only as a result of input from the stabilizer standby switches.

Please Confirm

Sincerely,

M. Hamdy

Mohamed A. Hamid Hamdy  
Aero. Engineer - Egyptian Delegation

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