

## Fire and alarm before the crash of flight MP495

After the crash there were several accounts by passengers of fire before the crash. Others passengers told that they saw driving fire trucks before the crash. These accounts were ignored with remarks like 'The passengers have experienced so much in short a period of time. No wonder they are confused.'

The questions (part of the '143 questions') by the passengers regarding fire and alarm before the crash, were answered negatively by *Martinair* and Dutch authorities. These negative answers were given after the publication of the investigation report.

Only years later I can start reading the investigation report with more attention and understanding. I then read in the report that flames were seen before the crash and that approximately 1½ minute before the crash the Faro airport fire brigade raised the alarm. (report text: see below)

Some more years later I come across a statement made some hours after the crash:

...The captain of a Martinair Boeing 767 that touched down at Faro just before the crash reported seeing flames coming from the DC-10 as it landed.

"The captain of the 767, Frans Charbon, saw fire on the left-hand side of the plane," said Udo Buys, Martinair spokesman, in Amsterdam. ...

Source: [https://www.joc.com/death-count-estimated-about-90-southern-portugal-plane-crash\\_19921221.html](https://www.joc.com/death-count-estimated-about-90-southern-portugal-plane-crash_19921221.html)

Why is it that the fire and alarm before the crash were, and still are, ignored?

## From the investigation report on fire and alarm before the crash

### 1 .15.2 Fire Fighting and Rescue (investigation report)

... At 07.32 .00 UTC (approx) the crew of the first intervention vehicle, positioned with the engine running in the external park of the firebrigade building, observed the approach, apparently normal, of Flight MP495, when they saw an explosion followed by flames that envelopped the aircraft.

The vehicle immediately departed, switching on the lights and sirens.

The second intervention vehicle, parked on the same place, took off immediately afterwards, simultaneously with the Faro control tower aural alarm.

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At 07.33.22 UTC.

Accident

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