

Exhibit 8B

Letter from Captain Mohsen El Missiry, dated 7/27/00,
Egyptian Delegation comments on
Powerplants Group Chairman's Factual Report

2 pages

July 27, 2000

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

Dear Mr. Phillips

Please find attached herewith, the Egyptian Delegation comments to be included in the docket with reference to the "Power Plants Group Chairman's Factual Report" dated May 17, 2000.

Sincerely,


Captain/ Mohsen El Missiry
Chief of Egyptian Investigation Committee

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Egyptian Delegation Attachment

"Power Plants Group Chairman's Factual Report" dated May 17, 2000

The purpose of this attachment is to demonstrate that there was an unexplained control channel switch over in the left engine Electronic Engine Control (EEC) after the engine was shut down during the dive as recorded on the FDR.

- From the beginning of the flight, the active channel of the left engine's EEC was channel (A).
- At 1:50:21.98 ET, the left engine was shut down and the active EEC channel status was recorded at this second to be channel (A).
- At 1:50:25.98, the FDR recorded an EEC channel switch over to channel (B) while the N_2 was 61.94%, however, this switch over should not normally occur unless this engine's N_2 is less than 20%.

Note: The EEC active channel status is recorded on the FDR every four seconds only.