

Exhibit 9C

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

3 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 "System Group Chairman's Factual Report" dated May 26, 2000.

Sincerely,


Captain / Mohsen El Missiry
Chief of Egyptian Investigation Committee

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Egyptian Delegation Attachment

"System Group Chairman's Factual Report" dated May 26, 2000

The purpose of this attachment is to demonstrate the changes in the aircraft attitude as a result of elevators deflection immediately after the autopilot disengagement according to the FDR readings.

1. The autopilot was disengaged at 1:49:44.98 ET, the aircraft pitch was (2.99°) and the elevators positions were (0.7°) and (0.35°) for the left and right elevators respectively (aircraft altitude was 32992 feet).
2. At 1:49:45.98 ET, the aircraft pitch attitude and altitude remained unchanged, while the elevators moved to (0.53°) and (-0.18°) for the left and right elevators respectively.
3. At 1:49:46.98 ET, the aircraft pitch changed to (2.64°) while the aircraft altitude and the elevators positions remained unchanged.
4. At 1:49:47.98 ET, the aircraft pitch changed to (2.29°) while the aircraft altitude and the elevators positions remained unchanged.
5. At 1:49:49.98 ET, the aircraft pitch changed to (2.11°), while the aircraft altitude and the elevators positions remained unchanged.
6. At 1:49:50.98 ET, the aircraft pitch changed to (1.93°), the altitude started to decrease (altitude became 32960 feet) and the elevators positions were (0.53°) and (-0.35°) for the left and right elevators respectively.
7. At 1:49:51.98 ET, the aircraft pitch changed to (1.76°), the altitude and elevators positions remained unchanged.
8. At 1:49:52.98 ET, the aircraft pitch changed to (1.41°), the altitude decreased to (32925 feet) and the elevators positions changed to (0.35°) and (-0.35°) for the left and right elevators respectively.

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