

# Justice for the MH17 Victims is What we all Need

By [Oriental Review](#)

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Region: [Asia](#), [Europe](#)

Theme: [Media Disinformation](#)

*After keeping a meaningful two-month pause in covering the course of investigation of the MH17 tragedy, the international press has suddenly broke into another wave of baseless accusations against “pro-Russia separatists”, triggered by a “secret report” made by the BND (Bundesnachrichtendienst, German foreign intelligence) for the Bundestag Control Committee on October 8, 2014. Ten days later the Spiegel [alleged](#) that at the meeting the BND president Gerhard Schindler had provided “satellite images and diverse photo evidence” to back up his case “proving that pro-Russian separatists captured a BUK air defense missile system at a Ukrainian military base and fired a missile on July 17 that exploded in direct proximity to the Malaysian aircraft”. The allegation was immediately caught up by a number of other top international media.*

On October 20 Alexander Nerad’ko, the director of Russia’s Federal Air Transport Agency, [invited](#) the German intelligence to publish documentation demonstrating the involvement of the insurgents or the Ukrainian army in the disaster. Unfortunately, his request is not met till now.

Ironically, one day before BND presented its report to Bundestag, the former Dutch Foreign Affairs Minister Frans Timmermans has casually let out that “the body of one passenger was found wearing an oxygen mask”.

This piece of information trashes the theory (which [we used to hold too](#)) of a shoot down by a surface-to-air missile as in this case the instantaneous depressurization of the MH17 passenger cabin would cause immediate death of all passengers.

Both Western and Russian experts understand that serious conclusions on the causes of MH17 tragedy should be based on professional forensic study of the wreckage and damaging elements. All available technical data from Ukrainian dispatch lines, surveillance by Russia and USA, information of the Ukrainian Air Defense and Boeing Corporation should be made available for the International MH17 investigation commission. All other “leakages” are pointless talks and deceitful manipulation of the public opinion. E.g. the British barrister Alexander Mercouris has provided [a detailed analysis](#) depicting numerous controversies in the German report (as least in its clauses leaked to the press).



The full text in English of MH17 Incident Report released by the Russian Union of Engineers on August 15, 2014 is available for download here (PDF).

The Russian experts has already gathered all available data and released the Incident

Report on MH17 tragedy back in mid-August this year. Its full text in English is available [here](#). Its concluding points are as follows (abstracts):

“9.1. In relation to the circumstances of the crash of the Malaysia Airlines Boeing 777 jet.

At 17.17-17.20, the Boeing 777 was in Ukrainian airspace near the city of Donetsk at the height of 10100 m. An unidentified combat aircraft (presumably a Su-25 or MiG -29), which was a tier below, on a collision course, in the cloud layer, sharply gained altitude and suddenly appeared out of the clouds in front of the civilian aircraft and opened fire on the cockpit, firing from a 30 mm caliber cannon or smaller.

As a result of multiple hits from shells there was damage to the cockpit, which suddenly depressurized, resulting in instant death for the crew due to mechanical influences and decompression. The attack was sudden and lasted a fraction of a second; in such circumstances the crew could not sound any alarm as the flight had been proceeding in regular mode and no attack was expected.

Since neither the engines or hydraulic system, nor other devices required for the continuation of the flight were out of commission, the Boeing 777, running on autopilot (as is standard), continued on its horizontal flight path, perhaps gradually losing altitude.

The pilot of the unidentified combat aircraft maneuvered to the rear of the Boeing 777. After that, the unidentified plane remained on the combat course, the pilot provided a target tracking aircraft equipment, took aim and launched his R-60 or R-73 missiles.

The result was a loss of cabin pressure, the aircraft control system was destroyed, the autopilot failed, the aircraft lost the ability to maintain its level flight path, and went into a tailspin. The resulting overload led to mechanical failure of the airframe at high altitudes.

The aircraft, according to the information available from the flight recorders, broke up in the air, but this is possible only in the case of a vertical fall from a height of ten thousand meters, which can only happen when the maximum permissible overload is exceeded. One reason for stalling and going into a tailspin is the inability of the crew to control the aircraft as a result an emergency in the cockpit and the subsequent instantaneous depressurization of the cockpit and the passenger cabin. The aircraft broke up at a high altitude, which explains the fact that the wreckage was scattered over the territory of more than 15 square kilometers.

9.2. In relation to the party responsible for the death of 283 passengers and 15 crew members.

On 17.07.2014, the armed forces of the self-proclaimed Donetsk National Republic had no relevant combat aircraft capable of destroying an aerial target similar to the Boeing 777, nor the necessary airfield network, nor the means of radar detection, targeting and tracking.

No combat aircraft of the Armed Forces of the Russian Federation violated the airspace of Ukraine, which the Ukrainian side confirms as well as third parties who conduct space surveillance over the situation in Ukraine and in its airspace.

To establish the truth, it is necessary to objectively and impartially investigate

all the circumstances of the destruction of the Malaysian Boeing 777, to interview the thousands of citizens who may have seen something.”

**The report triggered a number of journalistic investigations in Russia and was widely referenced in the documentaries released afterwards. The most detailed is certainly one recently released by the RT Documentary Channel:**

It provides a lot of evidence from the local witnesses, pictures of the debris, data of the Russian radar stations, expert interviews and even a forensic experiment involving air-to-air shooting test.

**Below we are presenting some more exclusive evidence which was never aired in the English-language media regarding the presence of a Ukrainian combat aircraft in the vicinity of Boeing at the moment of the catastrophe:**

Of course, there are plenty of parties interested in concealing the real facts about flight MH17. Symptomatically, on August 8, 2014 the Ukraine, the Netherlands, Belgium and Australia [signed](#) a non-disclosure agreement on the crash investigation.

Procrastination and delaying of an objective investigation by these sides and international organizations raises doubts whether the concerned parties will make public the findings and true circumstances of the crash of the Malaysia Airlines Boeing 777. **Are the relatives of those who died in the flight MH17 the only interested people in bringing the real perpetrators of this horrible criminal act to justice? Who will listen to Malaysian PM Dato' Sri Najib Razak's [call](#)?**

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