

Who Shot Down the Malaysian Jet Over Ukraine?

By [Oriental Review](#)

Region: [Russia and FSU](#)

Global Research, July 18, 2014

[Oriental Review](#)

On July 17, 2014 the madness of three-month-long Ukrainian military conflict in the East has brought the first shocking international consequence. At 3.20PM GMT the Malaysian Airlines Boeing 777-200 jet flight #MH-17 en route from Amsterdam to Kuala-Lumpur disappeared inside the Ukrainian airspace right above the area of intense military combat in Donetsk region and crashed near Grabovo village, around 60 km to the east from Donetsk. All 285 passengers and 15 crew members have reportedly died.

According to data available the airliner “was moving at the altitude of 10,600 meters on the 350th flight level”. This flight level was opened for international transit flights, despite since July 8, 2014 the Ukrainian aviation authorities “did not recommend” international transit flights in the area below 302th level i.e. 9600 meters due to the “anti-terrorist operation” unleashed in the area involving Ukrainian pursuit aviation and air-defense capabilities in action. So formally the Malaysian company complied with the ruling of Ukrainian civil aviation authority although the security risk for the flight was evident.

The area of the catastrophe is indeed the epicentre of the ongoing fierce fighting between regular Ukrainian army units and rebellious armed militias of Novorossia opposing anti-constitutional February coup d’etat in Kiev. An informed source monitoring operational situation in the area has revealed earlier on Wednesday that a battery of [Buk antiaircraft missile systems](#) of the Ukrainian Armed Forces [was deployed near Donetsk](#). At present, another battery of the same missile systems is being loaded in Kharkiv. The aircraft flying at the altitude of more than 10 thousand meters might be hit only with weapons like S-300 or Buk. The militias don’t have such weapons, and cannot afford them as it was acknowledged even by the Ukrainian Defense minister Valery Galeyev in a [statement](#) on another issue two days before the Flight MH-17 tragedy:

“...a “powerful weapon” must have been used to down the plane flying at 6,500 meters, an altitude the shoulder-fired missiles used by the separatists can’t reach.”

✘ The Russian military expert Igor Korotchenko [argues](#) that the catastrophe in Donetsk was most likely caused by the incompetence and non-professionalism of the Ukrainian operators of the Buk systems during its testing after the battery was deployed in the new location. He said that the Ukrainian antiaircraft unit did not have any kind of proper training for the last 23 years since the collapse of Soviet Union.

What happened today is hardly the first case of “errant shooting” of the Ukrainian military on civilian air targets. On October 4, 2001 the Russian Siberia Airline flight #1812 Tel-Aviv-Novosibirsk carrying 66 passengers and 12 crew members [was erroneously hit by a](#)

[Ukrainian missile](#) over the Black Sea during military exercises, which was eventually admitted by the Ukrainian side. No one on board survived.

So regardless the MH-17 incident was caused by the criminal negligence and incompetence of the Ukrainian military or deliberate (and reckless) Kiev's provocation [to put blame on Russia](#), the strong international commitment to make Kiev immediately halt its punitive actions in Novorossia until all the circumstances of the tragedy are thoroughly investigated is urgently needed.



Location map of the point (marked in red) of the air strike against Flight MH-17 according to the flight tracking data.

UPDATE #1 (4PM MSK)

The fact of unmotivated change of the transit route over Ukraine of the notorious flight #MH-17 on the day of tragedy should be carefully considered by the investigation commission:



Flight route MH-17 on July 14, 2014 (Source: flightaware.com)



Flight route MH-17 on July 15, 2014 (Source: flightaware.com)



Flight route MH-17 on July 16, 2014 (Source: flightaware.com)



Flight route MH-17 on July 17, 2014 was notably redirected from the standard line (Source: flightaware.com)

According to the reports, the deviation of the flight MH-17 leading to the passage over the combat area was carried out on the request of the Ukrainian Dnipropetrovsk Air Space Control Centre. The key question is whether it was a tragic coincidence or deliberate provocative act...

The original source of this article is [Oriental Review](#)
Copyright © [Oriental Review](#), [Oriental Review](#), 2014

[Comment on Global Research Articles on our Facebook page](#)

[Become a Member of Global Research](#)

Articles by: [Oriental Review](#)

Disclaimer: The contents of this article are of sole responsibility of the author(s). The Centre for Research on Globalization will not be responsible for any inaccurate or incorrect statement in this article. The Centre of Research on Globalization grants permission to cross-post Global Research articles on community internet sites as long the source and copyright are acknowledged together with a hyperlink to the original Global Research article. For publication of Global Research articles in print or other forms including commercial internet sites, contact: publications@globalresearch.ca

www.globalresearch.ca contains copyrighted material the use of which has not always been specifically authorized by the copyright owner. We are making such material available to our readers under the provisions of "fair use" in an effort to advance a better understanding of political, economic and social issues. The material on this site is distributed without profit to those who have expressed a prior interest in receiving it for research and educational purposes. If you wish to use copyrighted material for purposes other than "fair use" you must request permission from the copyright owner.

For media inquiries: publications@globalresearch.ca