THE DISAPPEARANCE OF THE MALAYSIAN BOEING 777 MH370,

MARCH 8, 2014

On Tuesday, January 23, 2024, the television channel France 2 broadcast a six-episode documentary series on the disappearance of flight MH370 on March 8, 2014, entitled **The Missing Truth.** This film was directed by Benoît BRINGER based on the book by Florence De CHANGY, a journalist from Le Monde, recounting her search for information, the inadequacies of the conclusions of the Official Commission of Inquiry and her intimate conviction. After four years of in-depth investigations by the Commission of Inquiry, millions of km2 of fruitless surface and underwater searches carried out by the Australian Navy off the coast of PERTH, this Malaysian official body admits that **NO ONE knows what happened or where the wreckage of the plane is.**

The conclusions of the investigation report

According to this final report published by Malaysia on 2 July 2018, there are some answers but no certainty.

-The wreckage of the plane is in the Indian Ocean and not in the China Sea.

-Communications and the transponder were cut "*manually*... by turning the switch OFF or by cutting the power cable.

-The last ACARS communication is at 17:06:43 UTC

-The plane was not shot down by a missile.

-The pilot-in-command (CDB) made a U-turn in manual piloting but is not responsible for this tragedy given his record of service, civilian and military, his 18,000 hours of flight time and his professionalism recognized by his peers and the men and women who worked under his orders.

There were no terrorists on board and no hijacking.

-The first piece of debris from the Boeing triple 7 was found on Reunion Island on July 29, 2015, a trailing edge flap called a right wing flaperon which was analyzed by the DGAC's Accident Investigation

Bureau (BEA) in Balma near Toulouse in France. And according to French experts, "*its relatively good condition gives hope that the plane did not disintegrate at the time of impact with the sea*".

-Many smaller pieces of debris were discovered in Mozambique and Madagascar until December 2016 and certified as coming from the B777 MH370 but their analysis revealed nothing.

-Given the small amount of debris found for a plane of this size, the expertise of the French investigators gives the information "*it is likely that the pilot CBD piloted the plane to the end and that nothing lends credence to the thesis of suicide*" but rather the thesis of controlled landing.

MH370 trajectory according to the military primary radar

On the day of the disappearance of flight MH370, a senior official of the military primary radar surveillance system of Malaysian airspace, confirmed to the Official Commission of Inquiry, that **the spot followed intermittently**, after the U-turn at the edge of Malaysian airspace, after the overflight of the IGARI point and followed up to 10 nautical miles after the MEKAR point, in the Strait of Malacca, **is that of flight MH370** (see below copy of page 9 of the official report below). But France has never obtained these radar data for analysis despite insistent requests. According to Florence De Changy, two sources claiming to have seen these radar images told the newspaper Le Monde that they were incompatible with a civilian B777 aircraft. "*The target or spot was flying too fast and too high*." Indeed on the profile of the flight data on page 8 of the investigation report (see copy below) a triple 7 cannot fly at 58200ft at a speed of 589 kt, it cannot descend from 58200ft to 4800ft at 492 kt in one minute and then climb back up to 29500ft at a speed of more than 500 kt. **This trajectory profile *with parameters* of altitude, speed and passage times seems inconsistent *from* 17:21:13 to 18:22:12 UTC with respect to the performance of the B777 but the route not to scale on the map according to the primary military radar, of the overflight of Kota Bharu then Penang and the last turn towards the center of the Indian Ocean can be retained as that of MH370. But no average speed calculation can be made on these sections of the trajectory because the only credible parameter is the time of flight over Penang since confirmed by the company TELCO by the FO's mobile phone marker at 17:52:27 UTC (1:52:27 MYT).**

And the insufficient analysis of this trajectory by the Commission of Inquiry described by the military radars has therefore not made it possible to reconstruct the sudden and extremely urgent events that

the two pilots had to face from 17:19 UTC, (1:19 MYT Malaysian time), just after the last routine communication at the IGARI reporting point where everything was an uneventful flight and the last words of the CDB, in all relaxation and therefore without any anxiety, wishing a good night to the Malaysian air traffic controllers, confirm this. The flight parameters at that time were FL=350; Mach = 0.821 ; IAS=280; N2=88.8; N3=82.6; FF=3.4.

Other elements with a high probability are that if the FAA has banned the transport of a pallet of lithium-ion batteries on passenger planes, it is because for the FAA there was a fire in this sensitive cargo on board MH370. And the B777 emergency procedure for extinguishing a fire in the hold automatically leads to the cutting off of electricity on board and the percustion of fire extinguishers from the cockpit. The automatic output of the RAT (Ram air turbine) provides backup electricity for manual flight controls. The MH 370 was therefore flown manually from the time of the U-turn until 18:25 UTC (2:25 a.m. MYT), the time of restoration of electricity on board confirmed by IMMARSAT satellite communications and the 1st contact by the aircraft. There were a total of 7 contacts (satellite-aircraft) during the rest of the flight, which proves that the fire in the hold was extinguished and brought under control by the proper application of the Boeing procedure by the two pilots.

The flight to IGARI

It is established that the CBD is the examiner and/or controller of the last phase of the online adaptation of the young FO pilot who is the pilot on duty for this stage which constitutes his flight to check the fitness for the function of Pilot Officer on board a Boeing triple 7. The division of tasks, on taxiing, it is the FO who is responsible for VHF radio communications, in the air the role is reversed when he is the one who pilots the flight and the CBD ensures the communications. The CDB carried 49100 kg of kerosene, which gives the aircraft an autonomy of 7 hours 31 minutes. The scheduled flight lasts 5 hours 34 minutes and the fuel reserves therefore allow for 1 hour 57 minutes of additional flight.

What happened?

Just like on an Airbus 380 operating QANTAS flight 32, on November 4, 2010, after taking off from Singapore at 00:24 and bound for Sydney, while climbing around 00:30 the 2 engine, a ROLLS ROYCE TRENT 900, exploded its N2 turbine. This caused strong shaking and enormous damage to the wing and the kerosene in the left tank spread in large streams. The Airbus 380 after the emergency procedures carried out by five experienced pilots (a captain and a pilot in a normal crew, plus two pilots as backup and a captain in supervision to check the fitness of this reinforced crew), rested in Singapore without any injuries on board and remained immobilized for 18 months to be refitted. The four engines were replaced because the investigation revealed a machining defect in the N2 turbines of these TRENT 900 engines. (See the video reconstructed of this Quantas 32 flight In November 2022, episode 6 of Benoît BRINGER's film reveals that an essential piece of debris from the B777 MH370 was found by a Malagasy fisherman in 2017 and preciously preserved but not brought to the attention of the Official Commission of Inquiry. The expertise of this debris, which seems credible, reveals that it is a piece of less than one square meter of the honeycomb cabin of the front central cargo compartment of the triple 7, MH370, and this debris is pierced by impacts of objects in the form of turbine blades or compressor blades.

There is every reason to believe that flight MH 370 suffered the same extremely serious damage, if not more. The left engine exploded, it was a ROLLS ROYCE TRENT 892 of the same type as the TRENT 900 of the Airbus A380. Turbine blades or compressor blades pierced the left wing tank, causing a fuel flow that ignited and **a fireball** was *seen by "a witness on an oil rig in the South China Sea off the coast of Vietnam".* The Official Commission of Inquiry did not accept this testimony, which is nevertheless essential.

The pilots are performing the **Left Engine Light Emergency Procedure**. It is obvious that the control flight of the pilot officer is over, it is the CBD who takes over the controls and the execution of the flight, the FO ensures the unfolding of the items of the emergency checklists. At the same time, other blades or blades of this engine pierced the fuselage of the forward center bay and hit the aircraft's electronic rack, and the transponder and VHF power wires were severed. Nothing looks more like "*an intentional manual shutdown*" than a loss of power supply due to cable severance. Holes in the fuselage caused a depressurization of the cabin and an **Emergency Descent Procedure** with oxygen masks for the crew and passengers was triggered at the maximum operating speed of VMO=330 kt (knots) and/or Mach maximum operational of MMO=0.87 from 35,000ft (feet) to 10,000ft displayed in the altitude window of the cockpit control panel by the FO.

So in the seconds that followed the passage of the IGARI overflight point and without having time to change VHF frequency to make contact with the Vietnamese control, **the Captain took over the controls of the aircraft and began three emergency procedures**. An Engine Fire Procedure followed by an Emergency Descent Procedure with oxygen masks on the face for both pilots and a Fire in the Hold and percussion of fire extinguisher cylinders in the baggage compartment. He proceeded with a sharp turn to the left, "*in manual piloting*", with the speed brakes extended and a maximum operating speed of 330 knots MMO=0.87. It left 35,000ft (feet) at 1:19 a.m. MYT and the MH 370 aircraft made a U-turn and around 1:22 a.m. MYT headed for George Town on the island of Penang **which it flew over at 1:52:27 a.m., the time of the FO's mobile phone marking**. But if the left engine is shut down following the engine fire procedure, the right engine has remained at cruising speed, the right throttle, although reduced to the flight idle position, is inoperative and no longer controls the engine speed. The wired link between this manual control and the electronic engine control unit (EEC) is cut, as is the power supply to the ACARS, which has also been cut off and no longer sends the engine parameters at regular intervals. With an engine that pushes at 88.8% of its power, the emergency descent is impossible to carry out and at the end of the U-turn the cabin altitude which depressurizes reaches the aircraft altitude about 33000ft or 10000 meters. The respiratory shock is so brutal and sudden that passengers and commercial crew members who provide cabin service fall into a coma if they do not have the immediate reflex to equip themselves with an oxygen mask.

It can be inferred that **MH 370 was flying on a single engine after its turnaround in a slow descent between 600 and 800 feet per minute to the displayed altitude of 10,000 ft**. The CDB, having no feedback after the distress messages emitted by the FO (MAYDAY, MAYDAY, MAYDAY...) during the Engine Fire and Emergency Descent procedures and knowing that Kota Baharu airport was closed at night, headed at high speed towards PENANG airport open all night to attempt an emergency approach and landing.

But in addition, in this front central luggage compartment there is also a pallet of 2.5 tons of electronic products made of lithium-ion battery cells manufactured in Penang and destined for Beijing. This pallet has been positioned in the "*front central bay in E23L and E23R*" near the engines. Lithium comes from either Chile or Argentina, which are lithium-producing countries. The high-speed impacts of the left turbine or compressor blades on this vane caused **the explosion and fatal ignition of the lithium-ion metal with the release of toxic gases** that invaded the passenger cabin and the cockpit. These toxic gases are compounds of fluorine and arsenic.

In the baggage hold, the fire was fought and contained by **automatic power supply relief thanks to the ELMS system and the fire extinguisher**

cylinders were hit by the CBD in the cockpit. The ELMS (Electrical Load Management System) system automatically cut off the power supply to many of the aircraft's components before restoring them once the incident was over (confirming that the fire in the hold had been extinguished). The analysis of the disturbances in the frequency of the transmission of pings to the IMMARSAT satellite (see photo with ping times below), between 5:35 p.m. and 6:25 p.m. end of the power cuts, suggests that the ELMS was activated and the cooling of the quartz crystal (of the ELMS) would have occurred thanks to depressurization.

But consequences for all the occupants on board, **ALL** suffered **serious burns of the eyes with opacification of the lens and pulmonary edema with enormous breathing difficulties**, rattles and white drool especially for the passengers who only had oxygen for 22 minutes.

As a result, after the start of the emergency descent at full speed which blows the flaming fuel and the initial fireball, the plane is on one engine, the engine right and the air speed is no longer 480 kt but much lower on average. **The pilots know that they are in ABSOLUTE EMERGENCY and the vital prognosis of passengers suffering from pulmonary edema without 100% oxygen is engaged, especially after having also breathed arsenic compounds. In addition, ALL the occupants of the plane are losing their sight** (burning of the eyes). Both pilots have less difficulty breathing than passengers and other commercial crew members because they have a crew oxygen system that provides them with 12 hours of 100% oxygen supply. Before arriving at Penang airport to make an attempt at an emergency landing at night on one engine, the two pilots realized that without their normal visual acuity and unable to reduce the right engine, neither pilot would be able to land the aircraft safely, with an uncertain left wing and landing gear and/or damaged, on an emergency runway of any airfield in the area overflown: neither Kota Baharu closed at night, nor Penang, nor Medam, nor Langkawi, let alone at the main base in Kuala Lumpur. **All hope of bringing the plane and its passengers back to earth is lost.**

After Penang, the CDB no longer flew at VMO of 330 Kt with a rate of descent of 600 to 800 ft per minute, speed brakes extended, but only with different rates of descent of 100 ft, 200 ft and then 300 ft per minute to evaluate its speed at these different rates of descent and thus prepare for its final landing without breaking the aircraft five hours after its last turn to the south of the Indian Ocean. He takes advantage of the last moments of lucidity and still clear vision to program the trajectory of the plane when he can use the autopilot again. This trajectory, manually entered by the CBD, avoids inhabited areas and only flies over the sea after the island of Penang, in the Strait of Malacca. The avoidance of the island of Sumatra with several peaks at an altitude of more than 3000 meters is ensured and then left

turn due south and then southeast towards the center of the Indian Ocean for a landing after exhaustion of the remaining fuel.

Final trajectory of the MH 370

This trajectory, towards the centre of the Indian Ocean, will be the final choice of the Captain, is it suicide? No, it's a SACRIFICE, to AVOID CRASHING IN AN INHABITED AREA and especially that this contaminated and lost plane since it is no longer flyable does not cause other victims on the ground.

This exemplary Commander must face the fact that his plane had a sensitive cargo that produced by combustion, derivatives that may be **RADIOACTIVE** that burned their eyes and lungs. Without contact with the ground and the managers of his company for additional information on the cargo, he was forced to make his decision, **ALONE, and informed his FO and his commercial crew, still valid, of the fatal outcome.** Knowing that **all the occupants are condemned and will not survive their contamination by very harmful substances produced by the combustion of lithium.** He decided to keep this contaminated aircraft as far away as possible from any inhabited area. Knowing perfectly well the abyssal depths between 4500 and 6500 meters of **his Indian Ocean, which he loved more than anything,** he had integrated many pre-established trajectories into his personal flight simulator. And the trajectory he has decided to follow is perhaps one of his favourites.

There are two possibilities, this trajectory leads:

- **or towards the VENING MEINESZ SEAMOUNTS at the point with coordinates 11°00 SOUTH and 99°30' EAST.** (See note with a speed of 284kt at 3000 ft altitude according to the Boeing simulation).

-or at SHCHERBAKOV SEAMOUNT very close to Christmas Island at the point of coordinates 10°50 SOUTH and 104°40 EAST. (See note with a speed of 270 kt at 3000 ft altitude descending 500ft every hour according to my simulation).

These TWO areas of the Indian Ocean are dotted with high plateaus at a depth of less than 2000 meters between the Cocos and Christmas Islands, while around the bottom is close to 5500 meters. These are the only places large enough to land **softly for the last time and automatically on his wonderful plane that he can no longer fly.** To cover the 1200 nautical miles between the position of 2:25 MYT and these shoals at a speed of 270 kt it takes a little more than 5 hours, which corresponds to the sunrise of time zone 7. The CDB knows that an aircraft that sinks at around 5000 meters is inaccessible while around 2000 we can hope to recover the black boxes even after ten

years... to know exactly what happened and to benefit those who remain and who will continue to transport pallets of Lithium-ion technology, especially with the necessary energy transition for future sustainable aviation.

MH370 "*has not disappeared, it has been made to disappear*" is the intuition and intimate conviction of the journalist Florence De Changy who develops her own conspiracy theory by implicating the CIA and the French and American governments of 2018. But according to the elements available, it was **the ONLY Captain, knowing that all the occupants of the plane had no chance of surviving, who chose the final trajectory and the burial place of all the occupants of the plane for their eternal rest**. He landed the sinking plane on autopilot in the Indian Ocean, where it can easily be found. There was no conspiracy.

How was he able to proceed?

The Official Commission of Inquiry notes on the one hand that **the electrical circuits were automatically restored at 18:25 UTC** with at least one engine alternator in operation after **partial interruptions during the automatic procedures** lasting from 22 to 78 minutes. This again allows the autopilot to operate without untimely activation. The Boeing 777 is certified as an ETOPS flight of more than 180 minutes (Extended-range Twin engine aircraft Operations), which means that, on one engine, the Triple 7 can fly for several hours in complete safety, it just needs to be less than three hours from a backup airport.

The Commission of Inquiry also notes on page 20 of the investigation report that **the TELCO company detected the demarcation by a communications relay of the Pilot Officer's mobile phone south of Penang Island at 17:52:27 UTC, 01:52:27 MYT. This signal can only be received if the aircraft is at an altitude below 8000ft**. This simple fact confirms that the plane is on an engine at low altitude. A reconnection does not necessarily mean that the FO has tried to make a call, it can also be the result of a restart on the orders of the CBD. The CDB asked the FO to **program audible alarms in MYT hours on his mobile phone** to measure the time that passes before sunrise and fuel exhaustion. Because if their visual acuity drops sharply and after a while they will certainly end up losing their sight, their hearing faculties are intact and it is enough to count the audible alarms and execute the altitude changes simply by touch. **An example of descent programming with speed brakes extended at a variable speed of less than 330 kt with a variable rate of descent of less than 800ft per minute AND 3000ft of altitude selected after PENANG and displayed manually.** (See the photo below of the GLARE SHIELD PANEL of the

vertical mode control station with small windows, dials and push buttons) :

- at 2:27 MYT (18:27 UTC) left turn on autopilot towards the south of the Indian Ocean and level at 3000ft, airbrakes retracted, right engine still with its N2 locked at 88.8%, the speed is between 270kt and 284kt. (To be checked in the B777 flight simulator)

- **1st audible alarm at 3:41 MYT (19:41 UTC)** on the FO's mobile phone, after the turn to the south of the Indian Ocean, **exactly 2 hours after liftoff. Without 100% oxygen, no passenger survived, and the cabin crew, after the total consumption of their portable oxygen cylinder, will suffer the same fate. Only the two pilots with their oxygen reserves were able to survive. The CDB programs the descent by displaying -100ft/min on the V/S-FPA selector, and the speed accelerates beyond 270kt or 284kt since the thrust cannot be reduced, by displaying 2500ft on the altitude window and pressing the V/S-FPA push button.** (The altitude is displayed by turning the altitude selector dial x notches (if a notch on the dial represents 100ft, x=5; if a notch represents 50ft, x=10 to be checked on B777 but the CDB and FO know the pitch of the dial). This altitude change procedure is training for landing.

- **2nd audible alarm at 4:41 a.m. MYT descent to 2000ft** same procedure,

- **3rd audible alarm at 5:41 a.m. MYT descent to 1500ft** same procedure,

- **4th audible alarm at 6:41 a.m. MYT or 10:41 p.m. UTC descent to 1000ft,**

- **5th audible alarm at 7:41 a.m. MYT descent to 500ft** same procedure,

After the 5th audible hourly alarm, daybreak and there should be about 40 minutes of fuel left and the following audible alarms are spaced ten minutes apart, for the preparation of the ditching. The FO starts the APU (Auxiliary Power Unit) to have the emergency alternator to power the flight controls.

- 6th audible alarm at 7:51 a.m. MYT descent to 400ft same procedure,

- 7th audible alarm at 8:01 a.m. MYT descent to 300ft same procedure,

- 8th audible alarm at 8:11 a.m. MYT (00:11 a.m. UTC last satellite communication ping) After selecting zero altitude and displaying a descent speed of -100ft per minute, the landing is then triggered by operating the V/S-FPA dial and simultaneously the engine is shut down. The aircraft speed was reduced from 270 kt or 284 kt to 210 kt slightly above the stall speed, with the leading edge slats retracted and the trailing edge flaps retracted (*as revealed by the debris found*). The aircraft pitched up and as soon as it approached 210 kt began to vibrate. Three minutes later, as soon as the tail of the nose-up

aircraft hit the water at a speed of 210 kt (nearly 390 km/hour), the autopilot was turned off and the control column was pulled to prevent the engines from hitting the water at high speed because the nacelles could detach and the wings break. The aircraft glides over the water on the rear fuselage for as long as possible and slows down. But as soon as the lift of the wings weakens, the engines sink into the water, the slowdown is brutal and debris detaches from the structure damaged by the engine explosion. The impact of the tail at 210kt was very brutal and the elevators were torn off. And that's why we found debris from these depth control surfaces on the beaches of Madagascar or Mozambique. The French BEA investigators noted that the plane was flown to the end and the ditching seems to have been successful without too much damage to the structure.

It is noted that the APU operated and continued to provide electricity, flight controls and for the **last aborted attempt at satellite communication until 08:19 MYT.**

Then the cabin began to fill with water and sank. The wreckage of the plane, practically intact, lies at a depth of 2000 meters where the CBD decided to bring it without causing any other casualties.

To confirm this last trajectory decided by the CDB alone, it is necessary to go back to the analysis of the CDB's personal flight simulator to see all the remarkable points of the trajectories it has pre-recorded.

It should be noted that the Australian Navy searched unsuccessfully for the wreckage of MH370 on the arc of the 7th ping of the aircraft's automatic communications with the IMMARTSAT stationary satellite **on the assumption that the aircraft was flying on both engines at a cruising speed of 480 kt**. The probability that this hypothesis is true is practically nil. It has been shown that the aircraft is single-engine at a lower speed and the wreckage must be searched still on the arc of the 7th ping but more than 3000km further north, northeast in the territorial waters of Christmas Island. There is a good chance that the trajectory that leads to the 2nd point on the Shcherbakov Seamount shoal is the correct final destination entered by the CDB. (See notes below).

The recommendations of the FAA, BOEING and AIRBUS

One month after the unsatisfactory conclusions of the Official Commission of Inquiry, on August 6, 2018, at the request of the justice system on the complaint of the French victims, France relaunched the investigation and this is to the credit of the government of the time of Prime Minister Mr. Edouard PHILIPPE. It is the first and last country after Australia to make this request for the search for the truth.

If this sensitive pallet had been placed in the hold further forward just behind the three pallets of passenger baggage in the hand-marked XL and XR positions and not in the middle position near the engines in the E23L and E23R positions, it would not have caught fire. The aircraft would not have had one engine locked at an N2 rpm of 88.8% because, in the case of the right engine, the power supply for the link between the right thrust lever and the right engine EEC is located in the right side of the cargo hold. It was therefore the lithium fire that spread throughout the cargo bay that caused the loss of link between the thrust lever and the EEC. The plane could have landed and the emergency descent possible with a U-turn to Kuala Lumpur. (See photo on page 257 of the official report, annotated in pen with locations of the sensitive load further away from the engines in the hold, see note below).

This is why in July 2019, a year after the investigation report on this accident described as "***aviation's greatest mystery***", **the FAA, BOEING, and then AIRBUS issued a binding recommendation warning of the urgent and immediate risk of transporting large quantities of lithium-ion** batteries by air. According to the Daily Beast website, the four American airlines, Delta, United and Southwest, have stopped shipping lithium-ion batteries on passenger flights. Similarly, at the international level, this refusal is practiced by British Airways, Cathay Pacific, Emirates, Ethihad, Hong Kong Airlines, Iberia, Jetstar, Lufthansa, Dragonair, Qantas, Singapore Airline and Virgin Australia.

The other global airlines have had to apply the same recommendations in the meantime on passenger flights, but what about cargo flights?

The safety of flights and passengers with this simple precaution of prohibiting the loading of sensitive products on passenger aircraft is ensured because the engine remaining in operation cannot block according to Boeing logic.

Conclusion and Safety Recommendation

Choosing and managing a trajectory, it is still necessary to know all the risks and minimize them. The Boeing 777 is a highly automated aircraft to lighten the workload of the crew. Its two RB211 TRENT 892B-17 engines manufactured by ROLLS-ROYCE are each equipped with digital electronic fuel control (EEC) systems and interfaces with many systems and components in the form of primary analog buses or ARINC 629. This digital electronic fuel control and analog engine control system interconnects and correlates with other power and feedback systems and in particular for engine thrust controls (thrust lever resolver excitation and position) and engine indications (N2 engine parameter data; N3; FF; temperature, oil...). It is known that the power supply to the communications systems (VHF, HF, Transponder, ACARS out of service) was lost by the explosion of the left engine, but the link between the thrust lever and the EEC computer was also lost by the fire in the hold of the lithium-ion battery load, which locked the thrust of the engine at its last position N2=88.8%, making this aircraft impossible to fly. The pilot must be able to reduce the fuel supply manually in the idle position. To do this, the electromechanical opening of the low-pressure fuel valve (LP) in the cockpit must have two manual positions, first detent idle position, second detent position digital operation of the fuel inlet with the EEC.

To undertake this major modification of the fuel supply in the combustion chamber, it is high time for Malaysia to resume the underwater search with new, more plausible speed hypotheses on the last five hours of MH370's flight after the U-turn in order to know the causes that caused it. The first two sections of this U-turn reveal lower average speeds and no longer a U-turn at a constant cruising speed of 480 kt with zero probability. Thanks to the **SUBLIME SACRIFICE of the MH370 crew**, the wreck can be located on a very accessible high plateau. **We can thus re-establish the truth about this tragic accident and clear CAPTAIN ZAHARIE AHMAD SHAH of any suspicion of crime.** The American company specializing in underwater research Ocean Infinity, the investigation and accident offices of Australia and France can provide their expertise and have the technical means to locate the wreckage since after two years, the black boxes of flight AF447 Rio-Paris were recovered, which crashed into the Atlantic Ocean on June 1, 2009.

P3362: Appeared at 1730:37 UTC [0130:37 MYT]

P3362: Coasted at 1737:12 UTC [0137:12 MYT]
Dropped at 1737:22 UTC [0137:22 MYT]

P3401: Appeared at 1738:56 UTC [0138:56 MYT]

P3401: Coasted at 1744:42 UTC [0144:42 MYT]
Dropped at 1744:52 UTC [0144:52 MYT]

P3415: Appeared at 1747:02 UTC [0147:02 MYT]

P3415: Coasted at 1748:29 UTC [0148:29 MYT]
Dropped at 1748:39 UTC [0148:39 MYT]

P3426: Appeared at 1751:45 UTC [0151:45 MYT]

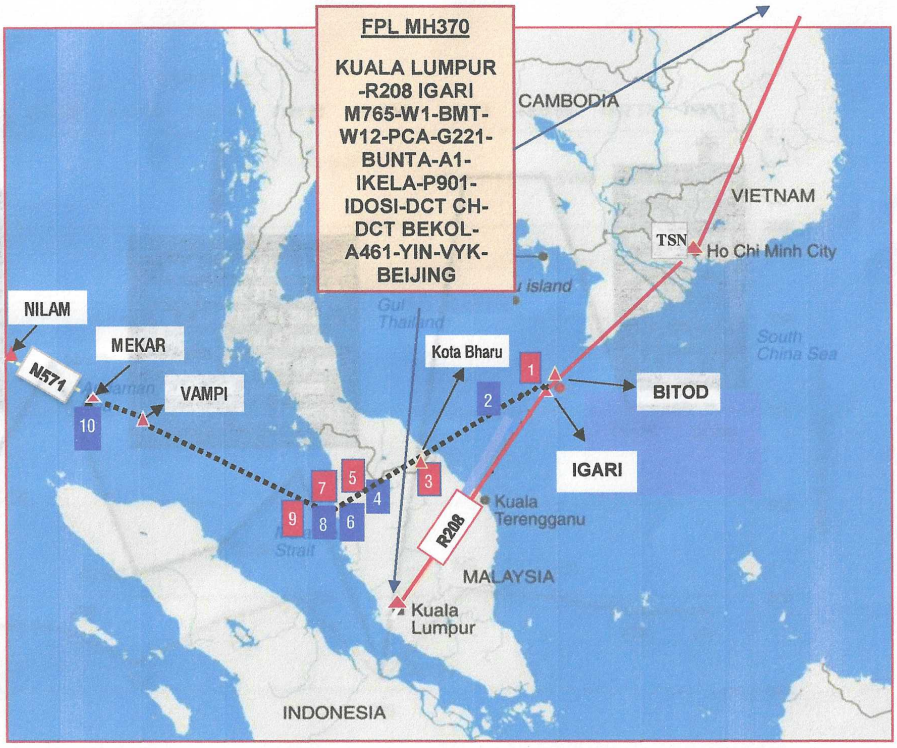
P3426: Coasted at 1752:25 UTC [0152:25 MYT]
Dropped at 1752:35 UTC [0152:35 MYT]
P3426 last seen on radar display
Approximately 6 nm south of Penang

The primary target (military radar) appeared to track west-northwest direction joining RNAV Route N571 at waypoint VAMPI thence to 10 nm north MEKAR

Source: RMAF

The primary target ended at 10 nm after MEKAR at 1822:12 UTC [0222:12 MYT]

Source: RMAF



	Filed Flight Plan Route
	Diversion route
	Radar target appearance
	Radar target coasted/dropped off

Figure 1.1C - Diversion from Filed Flight Plan Route - Civilian Radar (in pictorial form and not to scale)

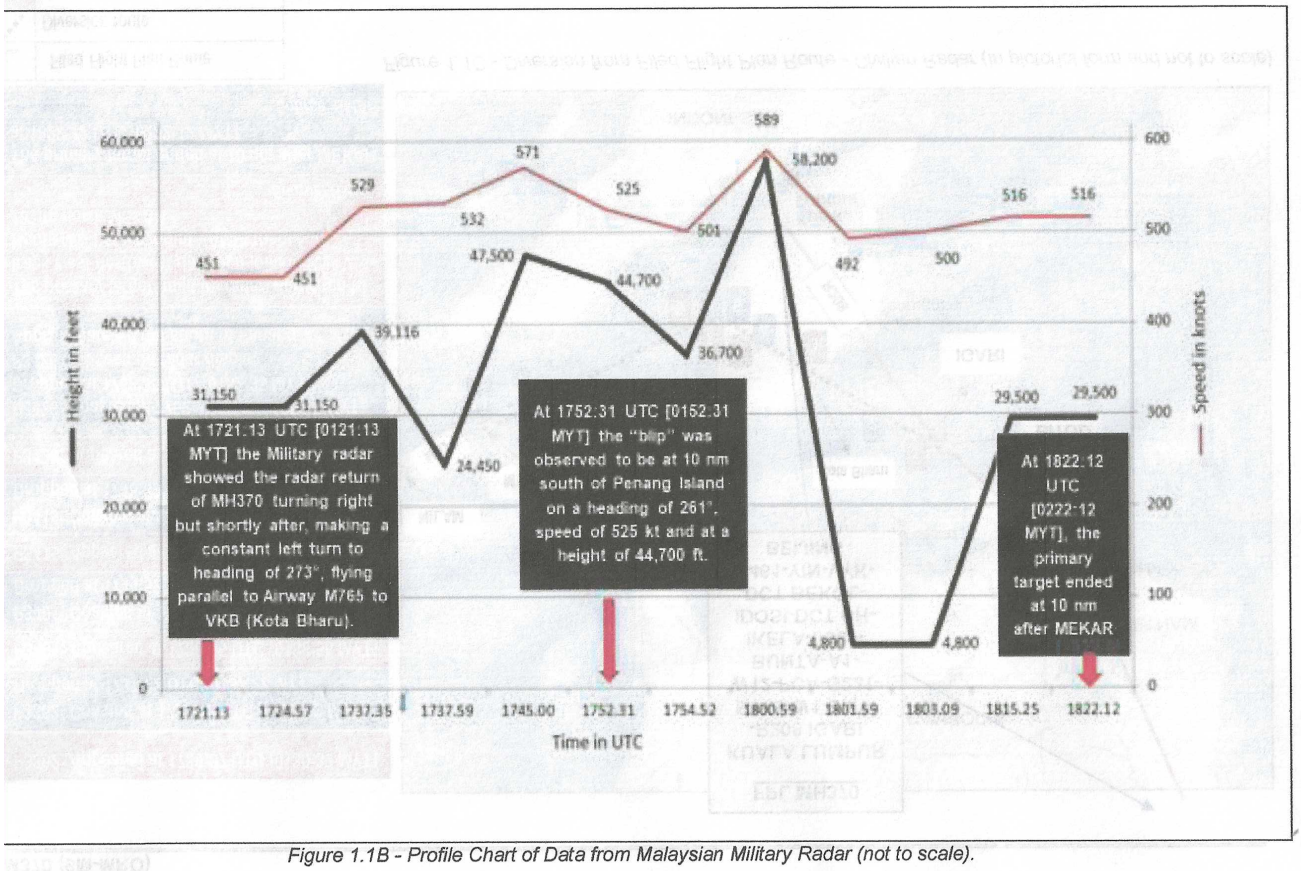


Figure 1.1B - Profile Chart of Data from Malaysian Military Radar (not to scale).

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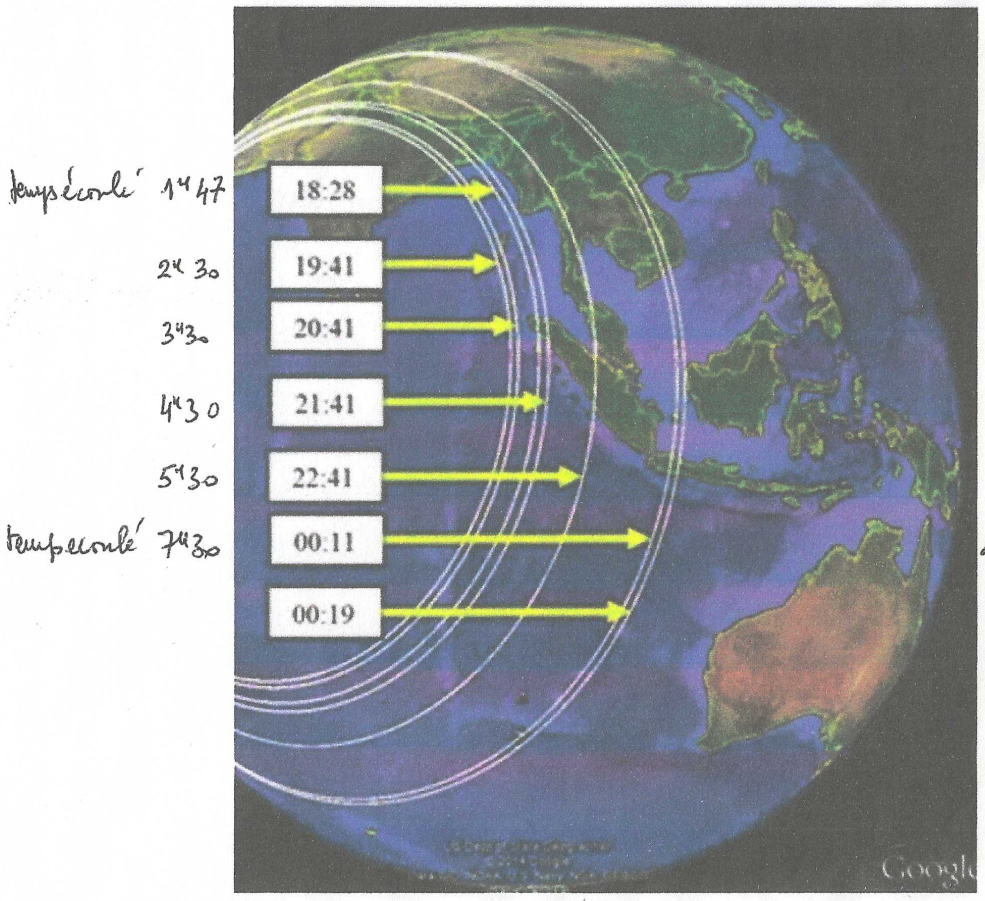
temps écoulé 1h47
18:28
2h30
19:41
3h30
20:41
4h30
21:41
5h30
22:41
temps écoulé 7h30
00:11
00:19
dernier ping
émission non prévue d'un Ping (partiel) Vient d'avion
Google

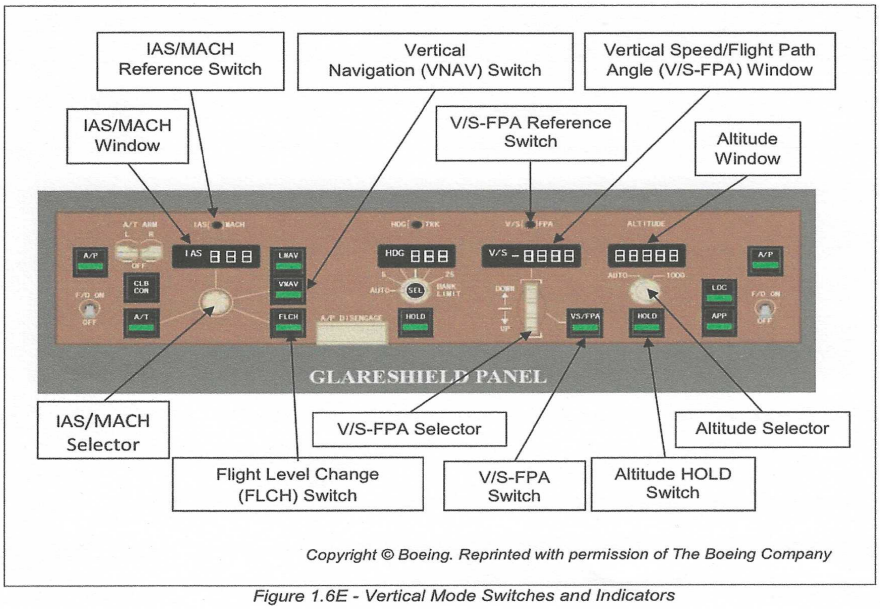

Figure 1.6E - Vertical Mode Switches and Indicators

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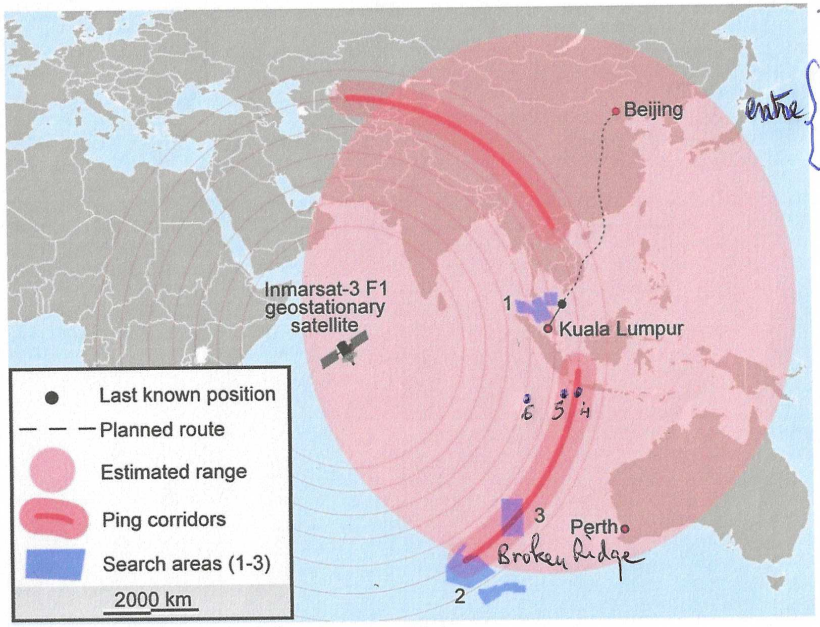

Nouvelle Zone de Recherches
4 île Christmas
5 île Cocos
6 Ninety East Ridge
trop loin de l'arc de cercle du 7e ping

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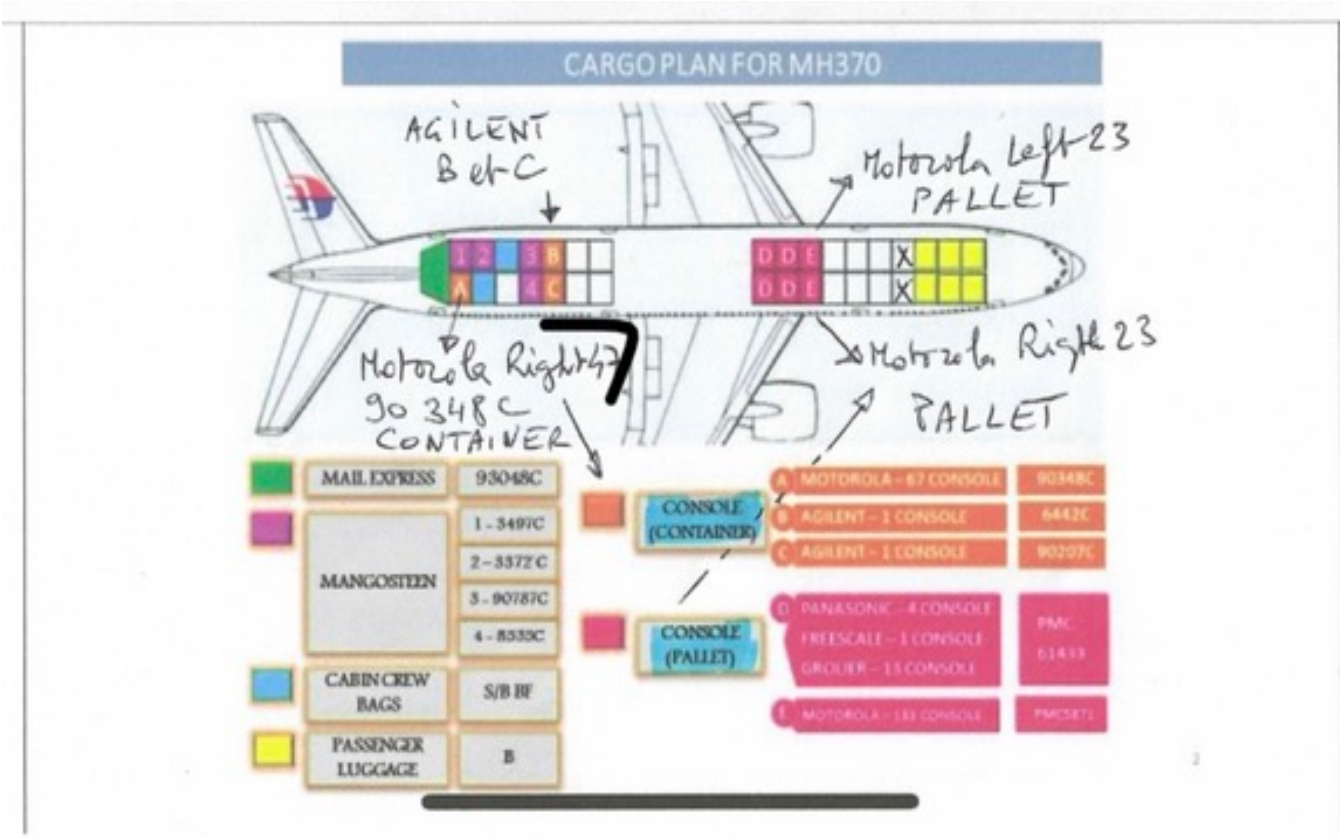

CARGO PLAN FOR MH370
AGILENT B & C
Motorola Left 23 PALLET
Motorola Right 47 90348C CONTAINER
Motorola Right 23 PALLET
MAIL EXPRESS
93048C
MANGOSTEEN
1 - 3497C
2 - 3572C
3 - 90787C
4 - 8535C
CABIN CREW BAGS
S/B BF
PASSENGER LUGGAGE
B
CONSOLE (CONTAINER)
CONSOLE (PALLET)
A MOTOROLA - 67 CONSOLE
90348C
B AGILENT - 1 CONSOLE
6442C
C AGILENT - 1 CONSOLE
90207C
D PANASONIC - 4 CONSOLE
FREESCALE - 1 CONSOLE
GROUER - 13 CONSOLE
PMC 61433
E MOTOROLA - 183 CONSOLE
PMC5871

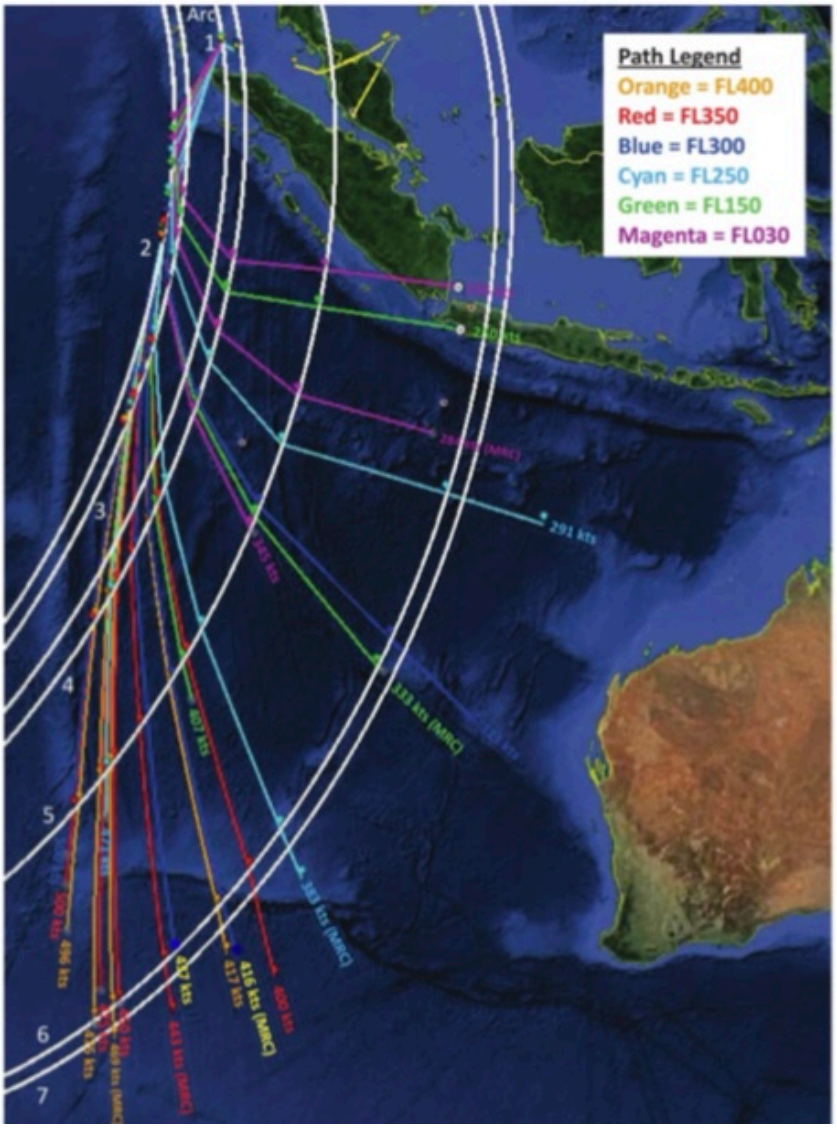
Table 4: Range Capability for Altitude/Speed Combinations (from Arc 1)

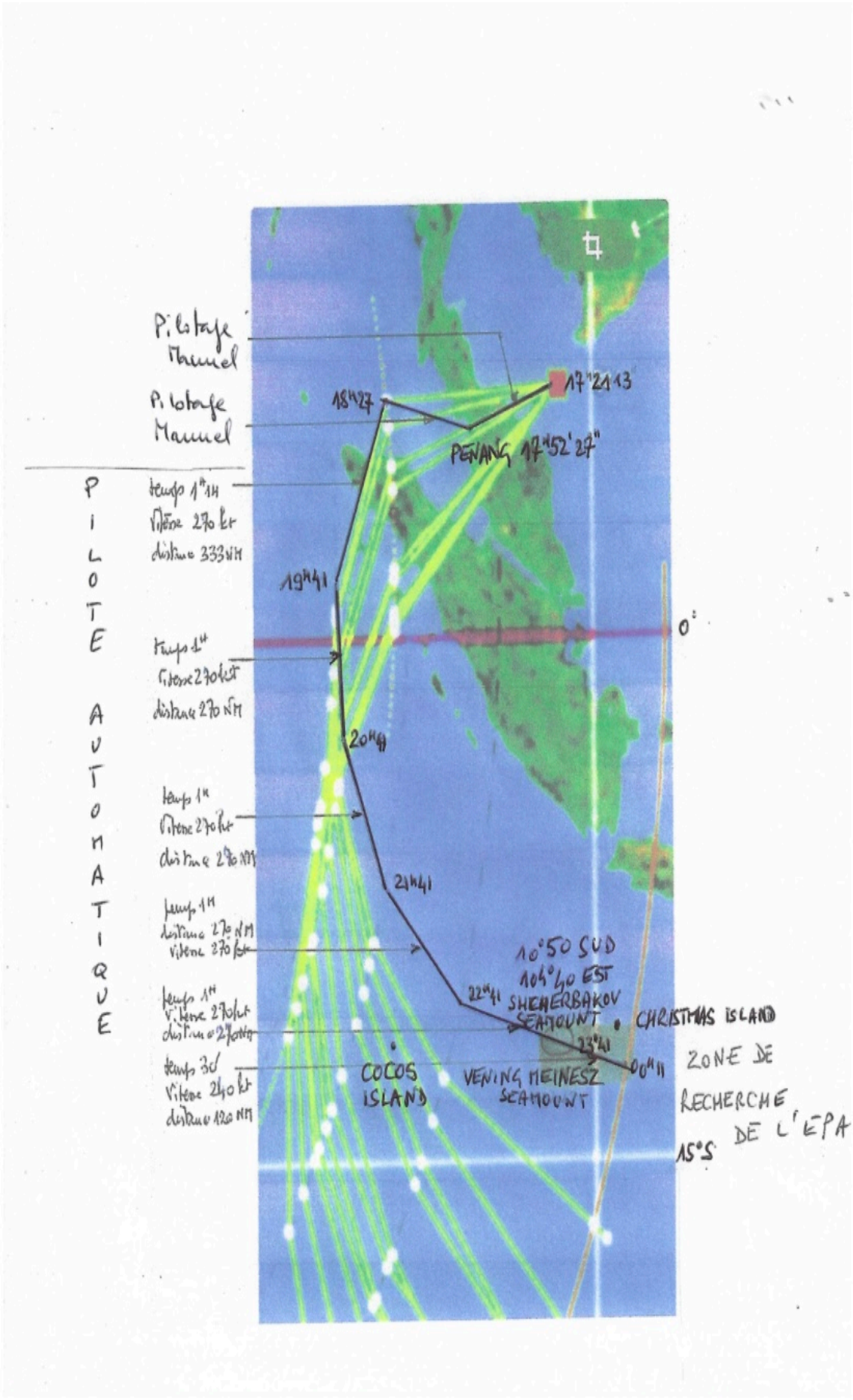
Flight Level	True Airspeed (knots)	Mach (*=MRC)	Time (hours)	Range (nm)
FL400	494	0.861	5.0	2491
FL400	475	0.828	5.9	2803
FL400	469	0.818*	6.0	2806
FL400	417	0.727	6.1	2538
FL350	500	0.867	4.7	2356
FL350	475	0.824	5.6	2657
FL350	466	0.824	5.9	2747
FL350	443	0.769*	6.2	2711
FL350	400	0.694	6.6	2624
FL300	500	0.848	4.5	2270
FL300	437	0.742	5.7	2523
FL300	416	0.706*	6.1	2552
FL300	323	0.548	6.8	2181
FL250	471	0.782	4.6	2151
FL250	383	0.642*	6.1	2363
FL250	291	0.483	6.8	1970
FL150	407	0.65	4.5	1835
FL150	333	0.532*	5.8	1923
FL150	250	0.399	6.75	1662
FL030	345	0.535	4.2	1446
FL030	284	0.437*	5.7	1534
FL030	235	0.359	6.2	1464

VMO-MMO
LRC
MRC
V Stall

Range 1 ENGINE CABIN PRESSURIZED
Rayon 1 MOTEUR PRESSERISÉE
Action

Range 1 ENGINE CABIN DEPRESSURIZED
Rayon 1 MOTEUR DEPRESSURISÉE
Action


Path Legend
Orange = FL400
Red = FL350
Blue = FL300
Cyan = FL250
Green = FL150
Magenta = FL030
1
2
3
4
5
6
7
291 kts
333 kts (MMC)
383 kts (MMC)
416 kts (MMC)
417 kts
430 kts
494 kts


Pilotage Manuel
Pilotage Manuel
18H27
17°21'13
PENANG 17°52'27"
PILOTE AUTOMATIQUE
temps 1H 1H
Vitesse 270 kt
distance 333 NM
19H41
0°
temps 1H
Vitesse 270 kt
distance 270 NM
20H41
temps 1H
Vitesse 270 kt
distance 270 NM
21H41
temps 1H
distance 270 NM
Vitesse 270 kt
10°50 SUD
104°40 EST
22H41 SHCHERBAKOV SEAMOUNT
CHRISTMAS ISLAND
temps 1H
Vitesse 270 kt
distance 270 NM
23H41
temps 30'
Vitesse 240 kt
distance 120 NM
COCOS ISLAND
VENING MEINESZ SEAMOUNT
00H11
ZONE DE RECHERCHE DE L'EPA
15°S