THE DISAPPEARANCE OF THE MALAYSIAN AIRLINES BOEING777 MH370 ON 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, journalist from Le Monde, recounting her research 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 official Malaysian body admits that **NO ONE knows what happened or where the wreckage of the plane is.**

On Monday, November 2, 2026, a documentary on the T18 channel looks back at the official investigation into the disappearance of this Malaysian Boeing with a spotlight on the inconsistencies surrounding the case. The title asks the question "what if we had been lied to".

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 claimed.

-The first debris of the Boeing triple 7 was found on Reunion Island on July 29, 2015, a trailing edge flap called a flaperon of the right wing which was analyzed by the Accident Investigation Bureau (BEA) of the DGAC in Balma near Toulouse in FRANCE. And according to French

experts "*its relatively good condition gives hope that the aircraft 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 limit 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, **was that of flight MH370** (see copy of page 9 of the official report below on page 15). But France 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 on page 16) 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 to 29500ft at a speed of more than 500 kt. **This inconsistent trajectory profile from 17:21:13 to 18:22:12 UTC cannot be that of MH370.**

And the analysis of this trajectory by the Commission of Inquiry described by the military radars does not allow us 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 a flight without history 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 it. The parameters of the flight at that time were FL=350; Mach=0.821; IAS=280; N2=88.8; N3=82.6; FF=3.4.

The flight to IGARI

It is established that the CDB 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 his ability to the function of Pilot Officer on board a Boeing triple 7. The distribution of tasks, on the ground, 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 CDB ensures the communications. The CDB has carried 49100 kg of kerosene which ensures the aircraft an autonomy of 7 hours 31 minutes. The scheduled flight lasts 5 hours 34 minutes and the fuel reserves therefore allow 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 engine 2, a ROLLS ROYCE TRENT 900, exploded its N2 turbine. This caused strong shaking and enormous damage to the wing and the kerosene from the left tank spread in large streams. The Airbus 380 after the emergency procedures carried out by four experienced pilots (two pilots with a normal crew, plus two pilots as backup), rested in Singapore without any injuries on board and remained immobilized for 18 months to be repaired. The four engines were replaced because the investigation revealed a machining defect in the N2 turbines of these TRENT 900 engines.

In November 2022, episode 6 of Benoît BRINGER's film revealed that an essential piece of debris from the B777 MH370 had been 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 triple 7, MH370 and this debris is pierced by impacts of objects in the form of turbine blades or compressor blades.

Everything leads us to believe that flight MH 370 suffered the same extremely serious damage if not more. The left engine, a ROLLS ROYCE TRENT 892 of the same type as the TRENT 900 of the Airbus A380, exploded its N2 turbine or compressor. Turbine blades or compressor blades pierced the left wing tank, which caused a fuel flow that ignited and **a fireball** was *seen by "a witness on an oil platform in the China Sea off the coast of Vietnam".* The Official Commission of Inquiry did not accept this testimony, which was essential.

The pilots carried out the **Left Engine Fire Emergency Procedure**. It was obvious that the pilot officer's control flight was over, it was

the CBD that took over the controls and the execution of the flight, the FO ensured 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 central cargo compartment and hit the aircraft's electronic rack and the transponder and VHF power wires were cut. Nothing resembles "*an intentional manual cut*" more than a loss of electrical power by cutting cables. 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 operational 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.

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 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 the two pilots then a Fire in the Hold and percussion of the 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 operational speed of 330 knots MMO=0.87. It left 35,000ft (feet) at 1:19 MYT and the MH 370 aircraft made a U-turn and at 1:22 MYT headed for George Town on the island of Penang which it flew 6 NM to the south at 1:52:31. But if the left engine was shut down following the engine fire procedure, the right engine remained at its cruising speed, the right throttle, although reduced to the flight idle position, was inoperative and no longer controlled the engine speed. The wired link between this manual control and the electronic engine control unit (EEC) was cut, as was the power supply to the ACARS, which had also been cut off and no longer sent the engine parameters at regular intervals. With an engine pushing 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 so sudden that the 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 the oxygen mask.

It can be deduced, knowing the distance covered of 225NM and the flight time of 31'13'', that **MH 370 was flying at a very high average speed of 430 kt and on a single engine in a slow descent of 800 feet per minute towards the displayed altitude of 10,000 ft** after its U-turn. The CDB having no feedback after the distress messages emitted by the FO (MAYDAY, MAYDAY, MAYDAY...) during the Engine Light 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 baggage compartment there is also a pallet of 2.5 tons of electronic products composed of lithium-ion technology battery cells manufactured in Penang and destined for Beijing. This pallet has been positioned in the "*central forward cargo compartment in E23L and E23R*" near the engines. The lithium comes from either Chile or Argentina, lithium-producing countries. The high-speed impacts of the turbine blades or left compressor on this pallet cause **the explosion and fatal ignition of the lithium-ion metal with the release of toxic gases** that invade the passenger cabin and the cockpit. These toxic gases are compounds of fluorine and arsenic.

In the baggage compartment, the fire was fought and contained by **automatic power supply shedding thanks to the ELMS system and the fire extinguisher cylinders were hit by the CDB 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 (which confirms 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 times of the pings below page 17), between 17:35 and 18:25 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 cruising speed is no longer 480 kt but 430 kt 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 having also breathed arsenic compounds. In addition, ALL the occupants of the plane are losing their sight** (burning eyes). Both pilots have less difficulty breathing than passengers and other members of the commercial crew because they have a crew oxygen circuit that ensures them a 12-hour autonomy 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 plane safely, with an uncertain left wing and landing gear and or damage, on an emergency runway at any airfield in the area overflown: neither Kota Baharu closed at night, nor Penang, nor Medam, nor Langkawi, much less at the main base in Kuala Lumpur. **All hope of bringing the plane and its passengers back to earth was lost.**

Knowing the country and the safe altitudes perfectly, the CDB pilot descended the aircraft in stages from 10,000ft to 3000ft, reducing the average speed to 305 kt after Penang to better allow the passengers and the rest of the crew to breathe. This speed of 305kt resulted from the distance covered of 175NM in a time of 34'31''. The CDB no longer flew at VMO of 330 Kt with a rate of descent of 800 ft per minute with the 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 took advantage of the last moments of lucidity and still clear vision to program the aircraft's trajectory on autopilot. This trajectory, manually entered by the CDB, avoided inhabited areas and only flew 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 was ensured and then left turn due south and then southeast towards the center of the Indian Ocean for a landing after the remaining fuel had been exhausted.

Final trajectory of the MH 370

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

This exemplary Captain 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 is forced to make his decision, **ALONE, and informs 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 decides to keep this contaminated aircraft as far 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 decided to follow is one of his favorites. There are two possibilities, this trajectory leads:

-or towards the VENING MEINESZ SEAMOUNTS at the point of coordinates 11°00 SOUTH and 99°30' EAST. (See note on pages 22 and 23 with a speed of 284kt at 3000 ft altitude according to the Boeing simulation).

-or at SHCHERBAKOV SEAMOUNT near Christmas Island at the point of coordinates 10°50 SOUTH and 104°40 EAST. (See note on page 21 with a

speed of 270 kt at 3000 ft altitude descending from 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 the seabed is close to 5500 meters. These are the only places large enough to **land gently for the last time and automatically his wonderful plane that he can no longer fly.** To travel the 1450 nautical miles between the position of 2h27 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 sinking 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 theory of a conspiracy by implicating the CIA and the French and American governments of 2018. But according to the elements available, it was **the ONLY Flight 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 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 automatic procedures** lasting from 22 to 78 minutes. This again authorizes the operation of the autopilot without untimely activation. The Boeing 777 is certified 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 aircraft 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 order of the CDB. The CDB asked the FO to **program on his mobile phone audible**

alarms in Malaysian time (MYT) 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 airbrake descent programming extended at a variable speed of less than 330 kt with a variable rate of descent less than 800ft per minute AND 3000ft of altitude selected after PENANG and displayed manually. The average speed is 305kt after Penang** (See the photo of the GLARE SHIELD PANEL of the vertical mode control station with the small windows, dials and push buttons on page 18:

- at 2:27 MYT (18:27 UTC) left turn 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 a.m. MYT** (**7:41 p.m. UTC)** on the FO's mobile phone, after the turn to the south of the Indian Ocean, **exactly 2 hours after takeoff. Without 100% oxygen, no passenger survived and the cabin crews, after the total consumption of their portable oxygen tank, will suffer the same fate. Only the two pilots with their oxygen reserves can survive for a few more hours. The CDB programs the descent by displaying -100ft/min on the V/S-FPA selector, and the airspeed 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.** (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 thumbwheel pitch). This altitude change procedure is a 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 landing. 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 UTC last satellite communication ping) After selecting zero altitude and displaying a rate of descent of -100ft per minute, the landing is then triggered by operating the V/S-FPA knob and simultaneously the engine is shut down. The aircraft speed is thus reduced from 270 kt or 284kt to 210kt slightly above the stall speed, with the leading edge slats retracted and the trailing edge flaps retracted (*which is revealed by the debris found*). The aircraft pitches up and as soon as it approaches 210 kt begins 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 cut 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 glided on the water on the rear fuselage for as long as possible and slowed down. But as soon as the lift of the wings weakened, the engines sank into the water, the slowdown was brutal and debris detached 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 debris from these elevators was found 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 **by making the assumption that the aircraft was flying on its two engines at a cruising speed of 480 kt.** The probability that this hypothesis is true is zero. From the manual U-turn, having the flight times and distances travelled, we find an average speed reduction of 430 kt on the first section up to 6 NM south PENNANG and an average speed of 305 kt on the second section after the right turn and until 18:27 radar coverage limit. However, it has been shown that the plane is in single-engine mode at a speed reduced by almost half 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 right final destination entered by the CDB. (See notes below on pages 17 and 19).

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 it is to the credit of the government of the time of Prime Minister Mr. Edouard PHILIPPE. It is the only 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 positions E23L and E23R, it would not have caught fire. The aircraft would not have had one engine stuck at an N2 speed of 88.8% because, in the case of the right engine, the power supply to 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 compartment that caused the loss of link between the thrust lever and the EEC. The aircraft could then have landed and the emergency descent possible with a U-turn towards 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 page 20 below).

This is why in July 2019, a year after the investigation report into 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 American, 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.

The energy transition to fight against global warming and reduce greenhouse gases

With the coming energy transition, lithium is (will be) the metal that is increasingly sought after and used in very large quantities and will undoubtedly be transported by plane. We should rejoice, in France we have lithium in three regions, in Alsace, in the Massif Central and in the Pyrenees. Mines are starting to extract ore for research and analysis. And even a processing plant for this metal and its compounds will be built in Beauvoir (Allier) in the coming years. *The company Imérys plans to extract 34,000 tonnes per year of lithium hydroxide from 2028, for at least 25 years,* according to a press release at the end of October 2022. For example, **lithium chloride forms a concentrated brine that can be aggregated with hydrogel according to a patent from MIT**. The main property of this combination is to strongly absorb moisture from the atmosphere over a wide temperature range. Large-scale use of this lithium chloride brine, which is capable of absorbing more than ten times its mass in moisture, according to MIT researchers, could provide water in any region of the world, even the driest. The brine that has absorbed water vapor from the atmosphere can then be heated, condensed and collected as ultrapure water for human needs.

It should not be forgotten that the main greenhouse gas in the Earth's atmosphere is water vapor (12,700 billion tons in 2022) even if its lifespan is only a few days, ahead of carbon dioxide (3258 billion tons in 2022) with a lifespan of one century. If we look at the centenary variation between 1922 and 2022. By a simple rule of three, depending on the average temperature increase on earth (at +1°C corresponds to +7% more water vapor in the atmosphere) we find that the mass of water vapor stored in the atmosphere in a century has increased by 939 billion tons (global warming of +1.14°C between 1922 and 2022. And the increase in a century of CO2 produced by human activities is only 759 billion tons.

The current trajectory of the energy transition in air transport is only interested in decarbonization by eliminating the use of fossil kerosene as much as possible. On February 21, 2024, Airbus and Total Energies signed a strategic partnership to develop green aviation fuels (SAF and e-kerosene). But the combustion of 1kg of kerosene in a reactor produces 3.84kg of carbon dioxide (CO2) but also 1.25kg of water vapor. By using green fuel, we reduce the carbon footprint, but the combustion of 1kg of e-kerosene will still produce 1.25 kg of water vapor. And the contrails from aircraft will still be present in the atmosphere. If we manage to reverse priorities through innovation and also reduce the mass of water vapor contained in the atmosphere, it will be easier to control and contain global warming.

MIT research is very promising with the combination of hydrogel with lithium chloride. Airbus engineers could patent a system for quickly attaching small aerodynamic trays of thin thickness between 15 and 20 cm, equally distributed above the fuselage and containing this mixture

in contact with atmospheric air. For example, on a Paris-Nice flight, if the consumption is about 3200 kg of kerosene, 4000 kg of water vapor is also injected into the lower stratosphere. It would be enough to take 400 kg of magic potion, hydrogel plus lithium chloride, to ABSORB 4000 kg of atmospheric water vapor that we land in Nice, i.e. a neutral balance of the flight for this greenhouse gas. It should be noted paradoxically that the weight of the aircraft at landing is 400kg higher than that at take-off. On a long-haul flight that often takes off at the maximum weight allowed to carry the maximum payload, it will be necessary to make a compromise and limit the carrying of magic potion from 1000 to 2000kg for example by reducing the payload by the same amount. On arrival there will be a mass of 10000 to 20000kg of additional water and it will be necessary to check that the kerosene consumption will be high enough to respect the maximum weight at landing.

For my part, **to fight against cyclones and excess atmospheric water vapour,** I filed in 2019 and obtained an INPI patent, on April 23, 2023, for an Industrial Upwelling Process (ERAP) from Coastal Meteorological Phenomena Management Facilities. A European extension has been requested from the Hague department of the European Patent Office and the grant procedure has been completed with final publication on April 3, 2024. **This PIU installed on the edge of the intertropical coast reduces the evaporation of the area and functions as a carbon sink to absorb atmospheric CO2.**

What we know about the intensity and frequency of cyclones is that after a very hot EL NINO episode over the central Pacific, the return of NINA to this area the following year causes strong cyclone activity on the Atlantic side. This is what happened in 2016 with a strong EL NINO, the following year in 2017 ten cyclones including six category 4 or 5 cyclones in the West Indies, Florida and the Gulf of Mexico, the most intense and deadliest Maria, the most expensive Harvey, followed Irma, Katia, Ophelia and José. (2017 damage at least $316 billion and 3,361 victims). After a warmer EL NINO 2023 episode than that of 2016, we must expect and prepare with the return of LA NINA **in 2024 for an extraordinary cyclone activity between August and December.**

All this to conclude that the trajectory of the energy transition, set by the Minister of Ecological Transition and Territorial Cohesion, to adapt metropolitan France to global warming of +4°C on average is not up to the task of a country that has three overseas departments, one in each Atlantic, Indian and Pacific Ocean, which will be confronted with increasingly devastating cyclones. We will have to innovate and why not experiment with the PIU to reduce the intensity of cyclones. Uncertainty about the trajectory followed by MH 370, uncertainty about the trajectory to be followed by the energy transition, so as not to cause a decrease, a collapse in agricultural

yields and living standards and even food shortages for a billion human beings.

Conclusion and Safety Recommendation

Choosing and piloting 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 a digital electronic fuel control (EEC) system 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 (excitation and position of the thrust lever resolver) and engine indications (engine parameter data N2; N3; FF; oil temperature...). It is known that the power supply to the communications systems was lost (VHF, HF, Transponder, ACARS out of service) 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 average speeds calculated and reduced to 430 kt for the first and 305 kt for the second 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. **In this way, we can 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 1er June 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]

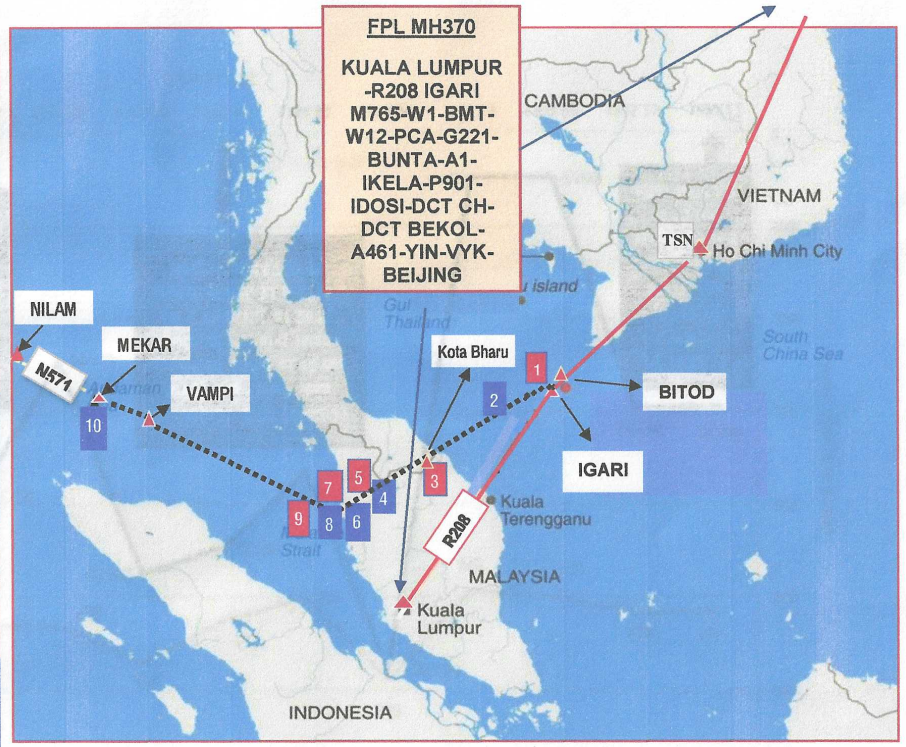
P3426: Coasted at 1752:25 UTC [0152:25 MYT]
Dropped at 1752:35 UTC [0152:35 MYT]
P3426 last seen on radar display
Approximately 6 nm south of Penang

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)

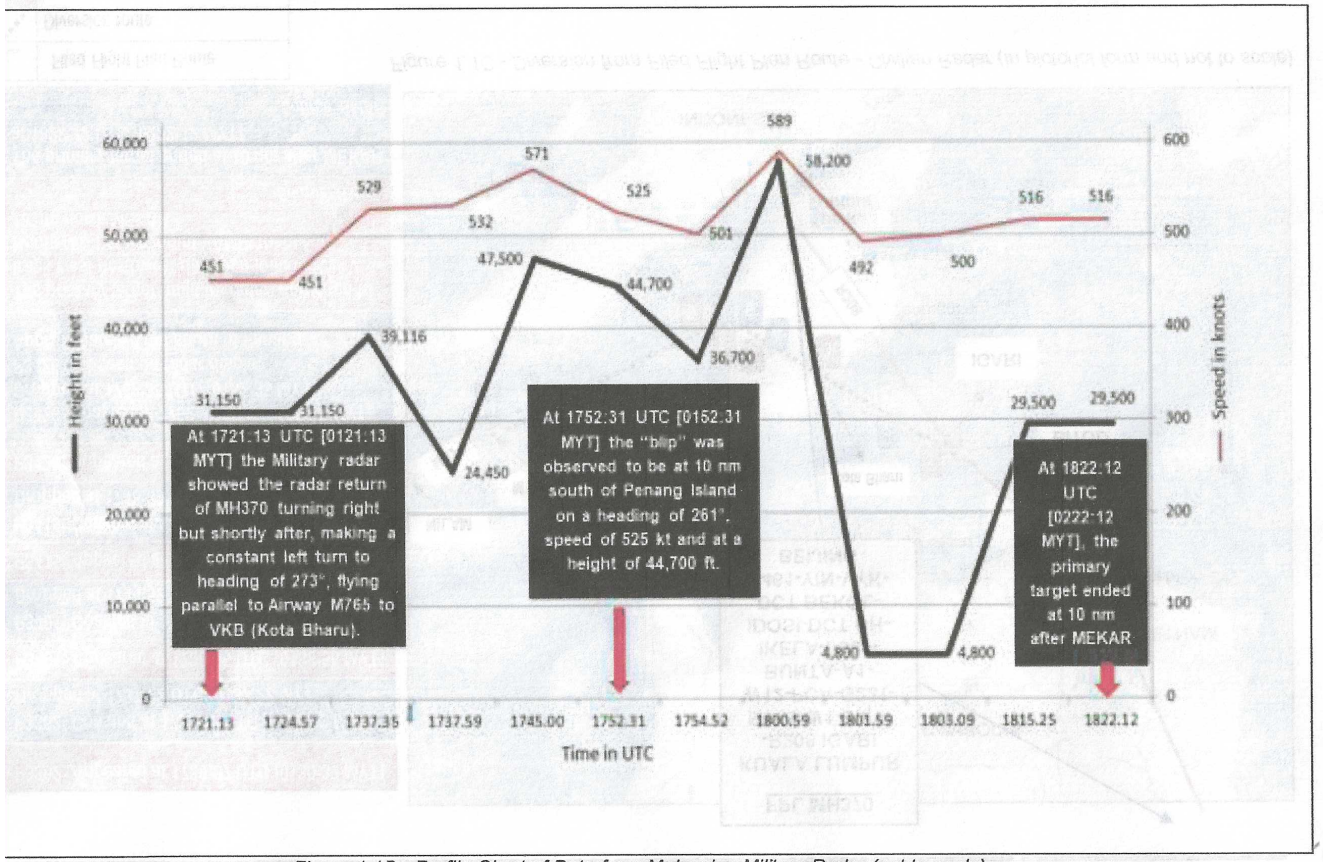
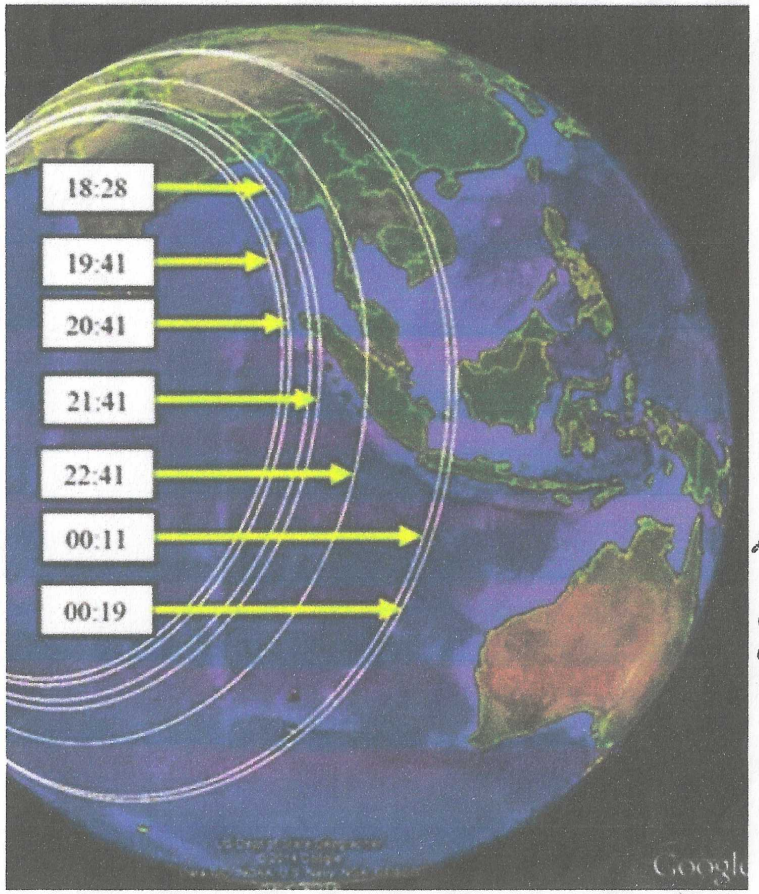
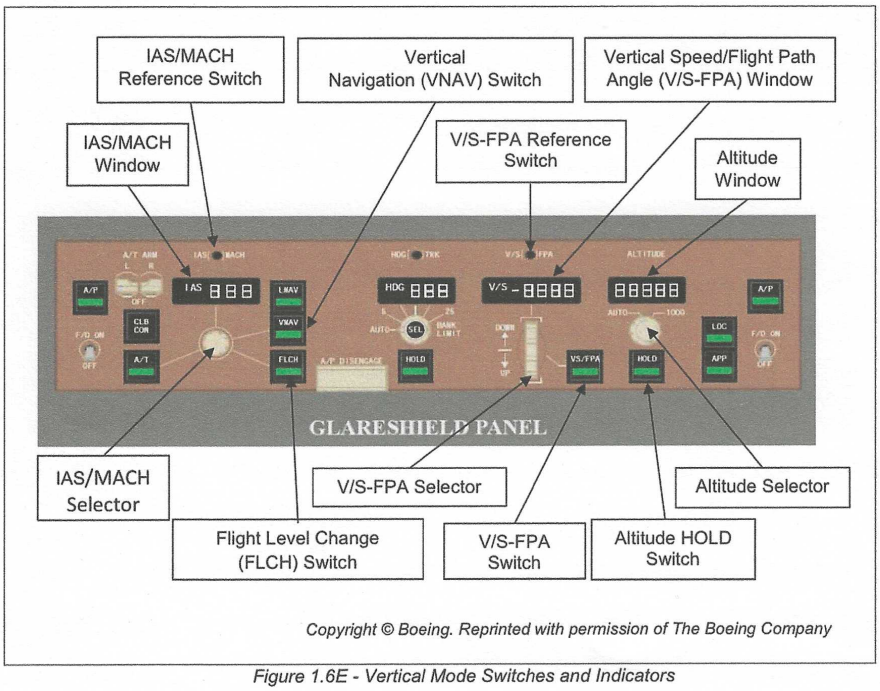


Figure 1.1B - Profile Chart of Data from Malaysian Military Radar (not to scale).

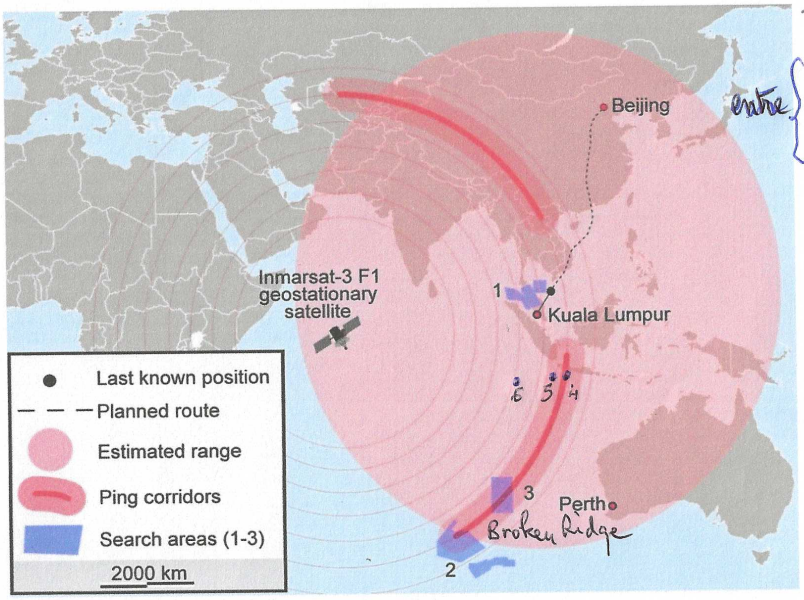

temps écoulé 1h47
18:28
2h30
19:41
3h30
20:41
4h30
21:41
5h30
22:41
temps écoulé 7h30
00:11
00:19
dernier ping
emission non prise en
d'un Ping (partiel)
Venant avion



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Figure 1.6E - Vertical Mode Switches and Indicators

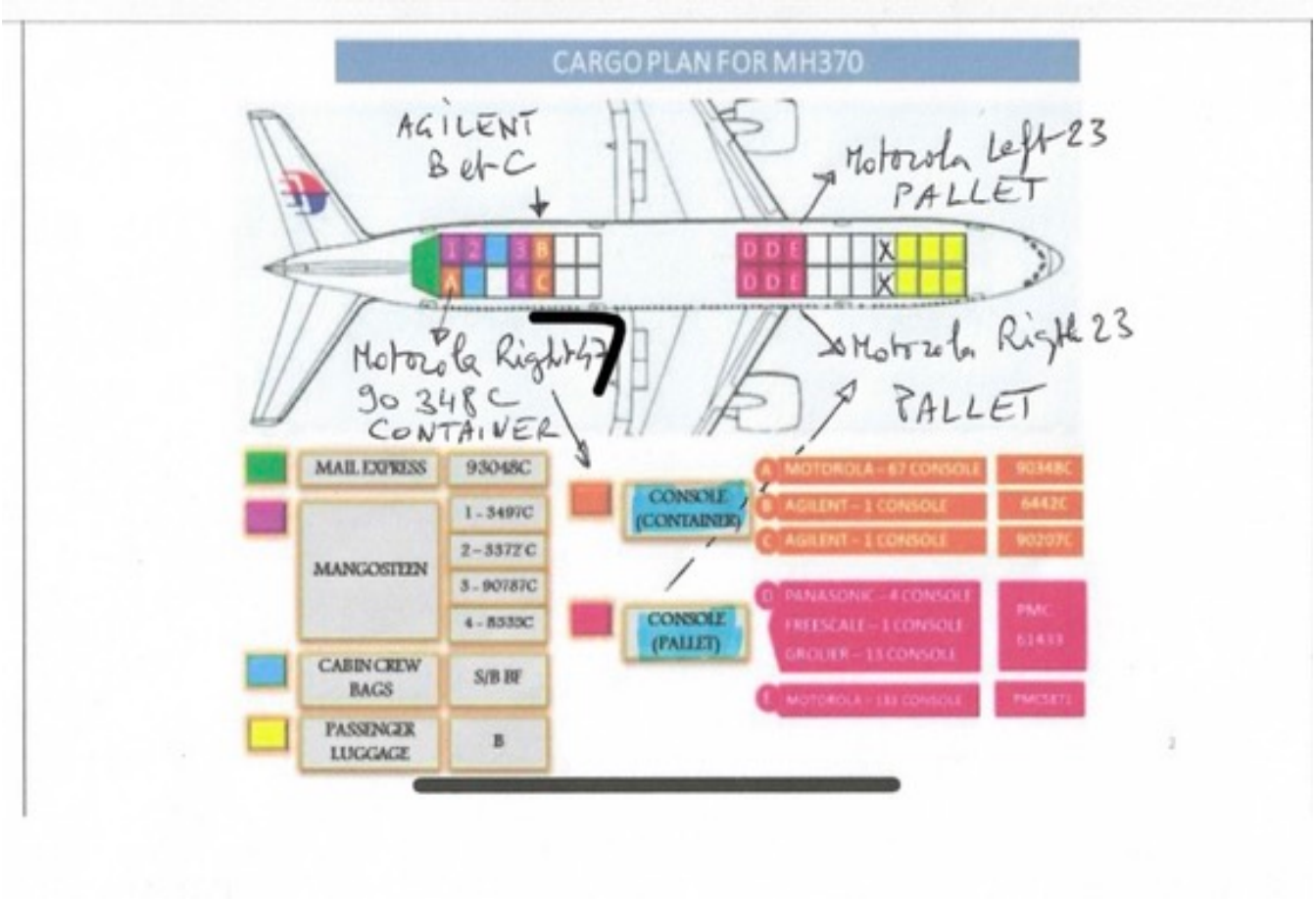
62



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

entre

-
-


CARGO PLAN FOR MH370
AGILENT
Belt-C
Motorola Left-23
PALLET
Motorola Right-47
90 348C
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
B AGILENT - 1 CONSOLE
C AGILENT - 1 CONSOLE
D PANASONIC - 4 CONSOLE
FREESCALE - 1 CONSOLE
GROUER - 13 CONSOLE
E MOTOROLA - 133 CONSOLE
90348C
6442C
90207C
PMC
PMC5871

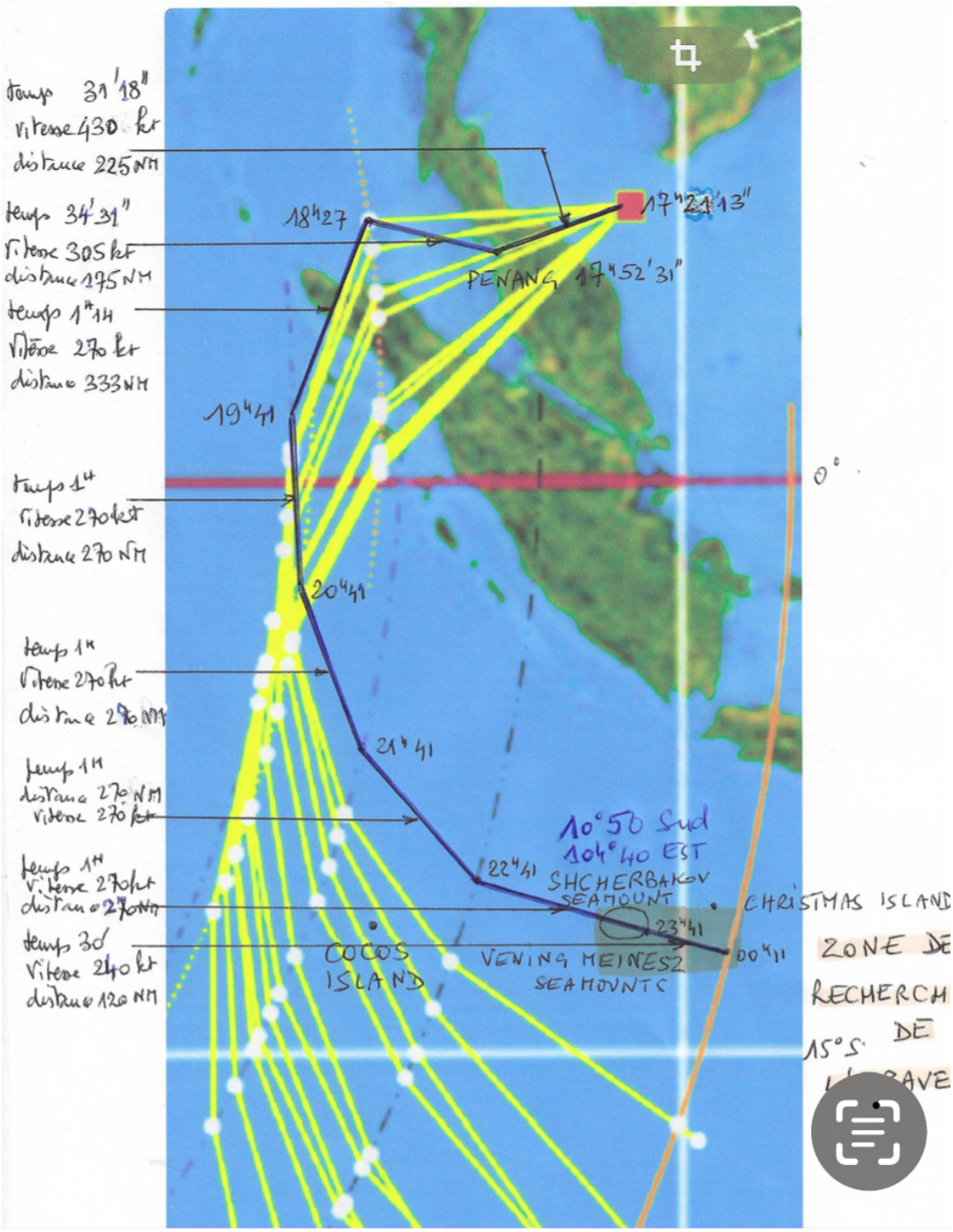

temps 31'18"
vitesse 430 kt
distance 225 NM
temps 34'31"
vitesse 305 kt
distance 175 NM
temps 1H14
vitesse 270 kt
distance 333 NM
temps 1H
vitesse 270 kt
distance 270 NM
temps 1H
vitesse 270 kt
distance 270 NM
temps 1H
distance 270 NM
vitesse 270 kt
temps 1H
vitesse 270 kt
distance 270 NM
temps 3d
vitesse 240 kt
distance 120 NM
18H27
17H21'13"
PENANG 17H52'31"
19H41
0°
20H41
21H41
10°50 Sud
104°40 EST
SHCHERBAKOV SEAMOUNT
22H41
23H41
00H11
CHRISTMAS ISLAND
COCOS ISLAND
VENING MEINESZ SEAMOUNTS
ZONE DE
RECHERCH
15°S DE

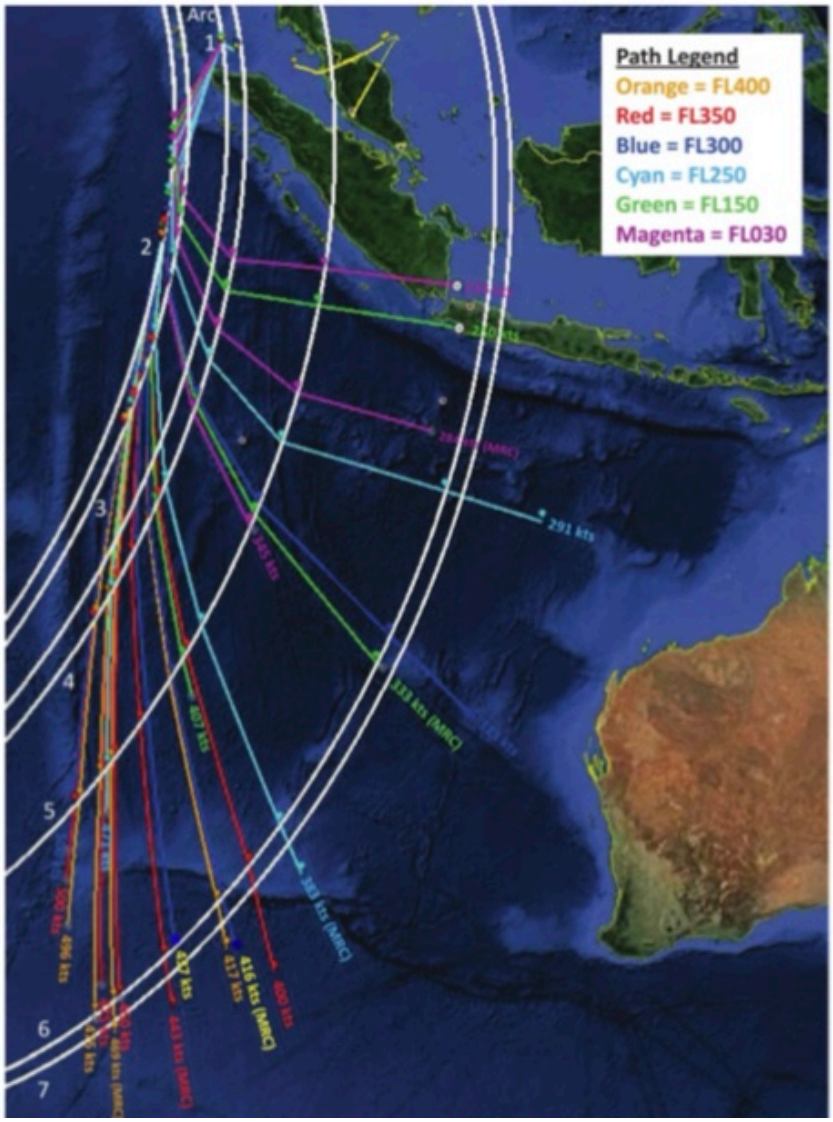
Table 4: Range Capability for Altitude/Speed Combinations (from Arc 1)

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 (NRC)
407 kts
496 kts
437 kts
417 kts
416 kts (NRC)
450 kts