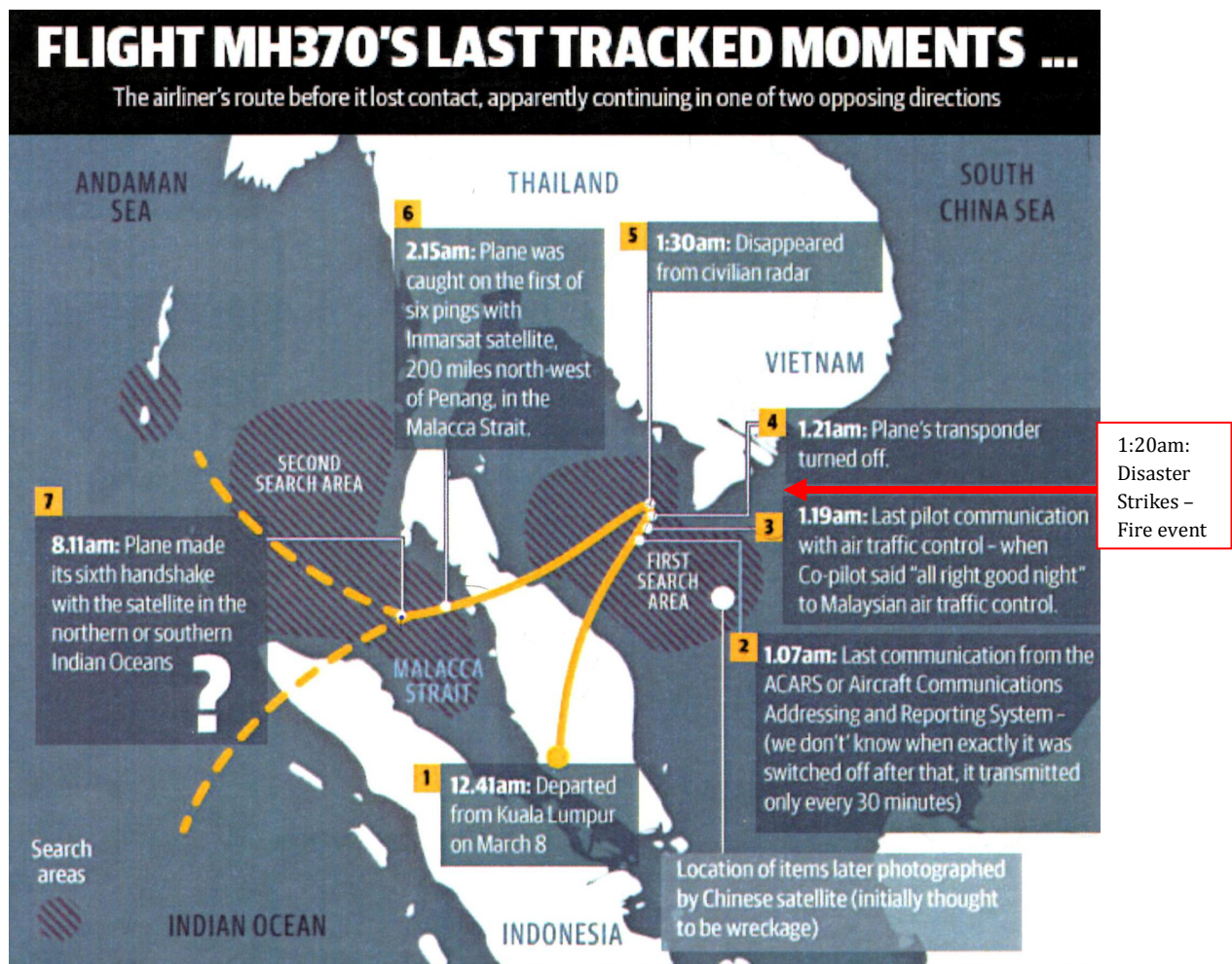


Last updated 16th August 2015
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SO WHAT HAPPENED ON FLIGHT MH370? – MY THEORY

I'm not convinced about stories relating to hijacking, or suicide or even a global conspiracy surrounding the disappearance of Flight MH370. I would prefer to believe that the flight crew (and to an extent the passengers) of MH370 were ultimately *heros* in this story yet to be told... Just perhaps, the pilot and/or co-pilot were confronted with some catastrophic problem with the aircraft at approximately 1:20am Malaysia time (some 39 minutes into the flight) that left them with no choice but to eventually ditch a crippled aircraft in a remote location away from population in order to minimise the potential casualties of this tragedy.

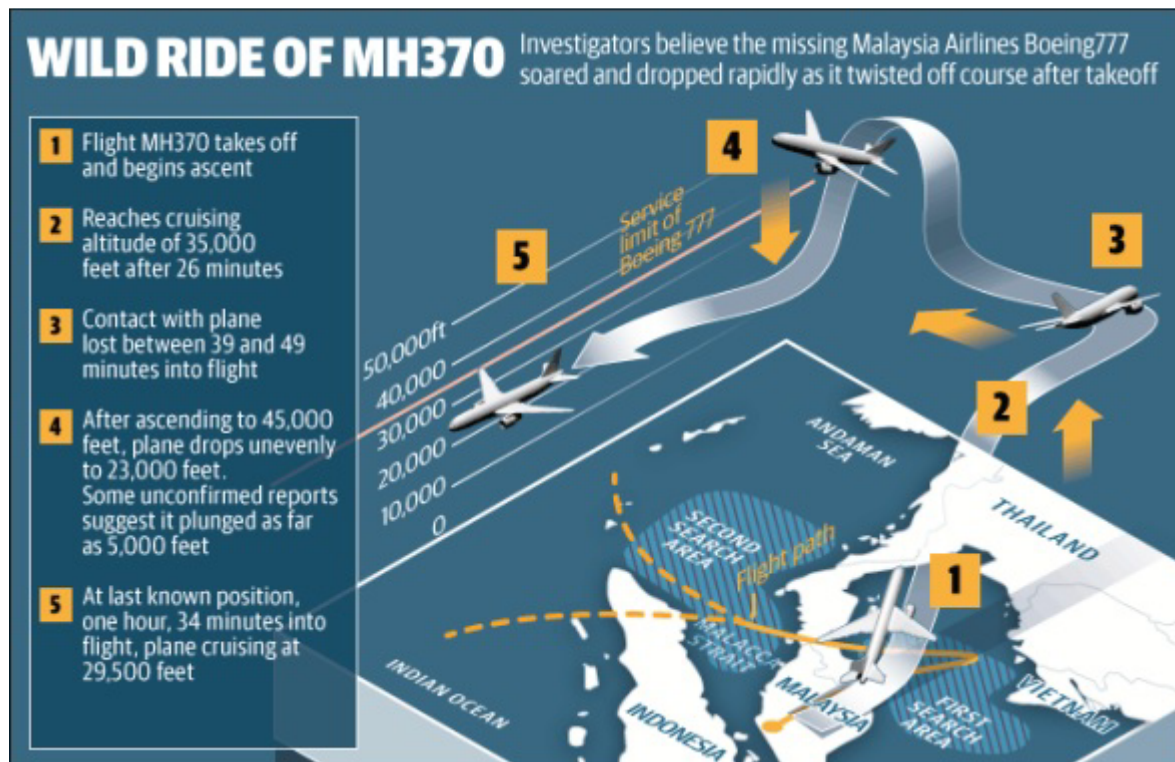
Shortly after the “All-Right Good Night”, my theory is that at about 1:20am the flight crew detected a fire situation and immediately took action to deal with it - turning off all electrical buses and bringing each system back ‘on-line’ one at a time to try and isolate the fault. This would have included turning off the voice radios and transponder circuits (observed at 1:21am) after which the aircraft ceased to communicate with the external world. The next 9 minutes would have been a frantic and focused effort by the flight crew to follow emergency procedures- ‘Aviate, Navigate, Communicate’ to assess and control the ensuing catastrophe.



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At 1:30am, MH370 lost contact with civilian radar and performed the well known “U-turn” in the Gulf Of Thailand to head back on a South-West track, most likely in an attempt to find the nearest Airport for an emergency landing with suitable runway for a Boeing-777 aircraft. (See Figure above)

Recall that also around this time an oil rig worker reported seeing a “burning plane” high in the sky (also heading South-West relative to the oil rig) but reported the flames appeared only to last about 10-15 seconds (from the time the oil rig worker saw it) before extinguishing, after which the plane continued to fly. In addition investigators stated there was radar evidence confirming that shortly after contact was lost with MH370, the aircraft made a very rapid climb to 45,000 feet (exceeding the altitude service limit of a Boeing 777) then seemed to drop down unevenly, possibly as low as 5,000 feet before settling to around 29,500. (See Figure below)



Assuming the oil rig worker did see a “burning plane” and it was in fact MH370, then it lends to suggest that a part of the aircraft structure experienced a fire event that was observable from the ground (eg. undercarriage, cargo hold, landing gear or perhaps one engine?) My theory follows that if the fire was extinguished quickly enough (ie. By a *clever thinking* pilot to climb rapidly to 45,000 ft in order to starve the fire of oxygen), then just maybe the extent of the damage to the aircraft under-body was such that the aircraft was able to remain airborne. (Recall the satellite ‘Pings’ confirmed MH370 continued to fly for over a further 7 hours after it disappeared from radar). However, assuming the undercarriage fire caused sufficient damage to the landing gear, voice communications antennae and perhaps transponder (even after restoring the equipment electrical circuits, if possible?), then it would have quickly become

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apparent to the flight crew that this crippled aircraft was now impossible to land safely anywhere other than on water. With these major aircraft systems inoperable, with no voice communications possible to and from the aircraft, with no landing gear the plane would not have been able to land at any airport, without horrific consequences. Without the transponder function the aircraft position information is not reportable and the collision avoidance function would be inoperable – hence approaching any busy airspace to perform an emergency landing (especially in the middle of the night with almost a full load of fuel) would have been a disastrous outcome not only for this plane, but other planes already in the air and also to personnel and infrastructure on the ground. Unfortunately the fate of everyone on board MH370 may have already been sealed at 40 minutes into the flight, if not shortly afterwards as a result of possible incapacitation due to either fire smoke inhalation or during the unexpected 45,000ft rapid climb.

I would prefer to believe that perhaps in all the speculation and mystery surrounding the disappearance of MH370, the pilot/flight crew just simply had no choice but to manually fly a crippled plane that was unable to land safely on solid ground, nor communicate with the outside world. In the darkness of night, their main objective to ‘buy-time’ and keep MH370 airborne for as long as possible (maximise endurance) until visibility returned with daylight and an emergency landing on shallow water could be attempted. Perhaps the heroic flight crew chose to fly at a low altitude (where there is plenty of oxygen) at an optimum engine speed to minimize fuel flow and maximize endurance, whilst also searching for a suitable location for an attempted water landing. My findings imply that MH370 headed in a general westward direction – quite possibly following partial coastlines of Bangladesh, India or Sri-Lanka in order to aid navigation in the darkness or quite simply to find a suitable place to land, but all the while remaining over the waters of the Indian Ocean. The 6:15am sightings of an unexpected “large Jumbo Jet” over the Maldives certainly supports that MH370 headed west, and with the presence of sunlight at that time, would have provided the flight crew with full visibility of the surroundings to attempt an emergency landing of MH370 in the waters of the Maldives Islands. (Recall an article that stated investigators reportedly found flight simulator practice landings at Male International Airport (Maldives) and Diego Garcia on the Captain’s computer, so it is quite likely that the captain was familiar with the Maldives in general.) I believe MH370 will be found in the Maldives, mostly intact – and the very first place to commence the search is where this “Aircraft-Shaped” object is located, as it may just turn out to be the missing MH370 main fuselage....