FINDING MH370

OBJECT DISCOVERED: COULD BE MISSING MALAYSIA AIRLINES AIRCRAFT FLIGHT MH370

SITE VISIT TO OBJECT LOCATION in the MALDIVES (5-14th Dec 2015)

WORK IN PROGRESS BRIEF – FWS (17th January 2016)







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VISIT TO OBJECT LOCATION IN THE MALDIVES (5-14th Dec 2015)

REFERENCES:

REF1: Past Analysis info: Website: <u>www.foundmh370.com</u> and referenced research papers/PDF downloads on this site; *EXECUTIVE SUMMARY (v2) for: 12th April 2015 Analysis Report with Annexes A & B*, where Annex A presents initial analysis of object location and estimated depth.

REF2: Initial visit to the Object location in the Maldives between 5th-14th Dec 2015. Based on the Island of Thimarafushi – one of the inhabited islands on the Thaa Atoll, located in the South Central Province of The Republic of the Maldives.

INTRODUCTION

Continuing my private research to help the global search for the missing Malaysia Airlines Flight #MH370, I travelled to the Maldives between the 5th and 14th December 2015, and visited the remote Indian Ocean location where my past research identified what appears to be a large "Aircraft-shaped" object resting in Maldives waters. My research is indicating this object could be the missing #MH370 main fuselage. See 'Image 2b' below identifying the "Aircraft-like" features on the object. Note the Tail Assembly [3] appears to be possibly broken off but laying near and at the rear of the main fuselage [2], the nose [4] also appears broken off, and the left wing [1b] looks possibly inverted (with respect to the rest of the object) such that the engine is visible - or some other large white component laying across it. The Boeing 777 plane inset has been added to show the apparent orientation of the object.

Image 2b - Extract from <u>www.FoundMH370.com</u>



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This Maldives visit proved extremely valuable as it provided the opportunity for me to gather new information that supports the likelihood that #MH370 was flown under 'manual control' to the Maldives on the morning it went missing and possibly attempted a controlled emergency water landing in this remote location in Maldives waters.

During my visit, a great deal of information was collected, photos and video including in particular (i) sonar imagery of the sea floor at and around this object location, and (ii) whilst visiting the closest inhabited island to this object location, captured video interviews with several *new* eye-witnesses (further south of the original Kudahuvadhoo sightings). Some of the sonar imagery I captured seems to contain some non-natural shapes on the sea floor, some of which resemble aircraft-like features – eg. fuselage and tail assembly. (See images on later pages) This brief is intended to provide a 'status update' of 'Work In Progress' and key findings to date from the Maldives site visit.

SUMMARY OF FINDINGS DURING MALDIVES VISIT:-

VISITED OBJECT LOCATION & AQUIRED SONAR SCANS OF POSSIBLE OBJECT

• Reached the "Aircraft-Shaped" object location by boat, performed a series of search pattern maneuvers across and around this object location and collected 'real time' sonar images of the seafloor profile. The sonar images were obtained using a commercial grade Fish Finder (Model: Lowrance Elite-4x) that I brought with me from Australia and was able to function as a basic sonar. The Fish Finder display shows what is beneath the water column under the boat including the profile of the solid seafloor. The vertical scale along the side of the display shows the depth of the water column under the boat. A large solid object on the sea floor (eg. shipwreck, aircraft etc.) would show up on a sonar as a large lump/bump on the sea floor and provide a strong solid sonar return. Some of the sonar imagery I captured does indeed show such results. (See analysis on later pages of sonar imagery of possible fuselage and tail assembly.)

MEASURED DEPTH AT OBJECT LOCATION

my analysis that this "Aircraft-Shaped" object (if indeed the missing plane), could have produced the sound (Acoustic Event) detected by the Indian Ocean hydrophones on the morning of 8th March 2014. (*Download the 'IE2' PDF at <u>www.FoundMH370.com</u> for my summary brief showing the approximate location if this "Aircraft-shaped" object relative to the Acoustic Event impact point described in the Curtin University reports of 2014.)

Found new eye-witnesses on closest inhabited island to Object location

• Visited the closest inhabited island to the object location, to look for debris and discovered new eyewitness (further on south of the Kudahuvadhoo sightings) who claim they also saw the plane fly over their island..... On the 12th Dec 2015, I arranged for us to visit the closest inhabited Island to the object location to have a look around for any aircraft debris. Whilst on the island, found out that there were at least 4

locals that recall seeing a large plane fly over their island that morning MH370 went missing. I captured video footage of the discussion we had (via an interpreter) with two of these witnesses who described what they saw and what direction the plane came from and where it flew etc. The first witness described it as a "rocket with fins" coming



towards her and watched it fly over before it disappeared behind the tree line of her island. The approximate timing of the sighting was early morning and sometime before 7am.

The second witness recalls seeing the plane flying low and overhead and seeing the blue stripe, and some blue on the tail. She said that the plane circled back around 2 or 3 times. The third and fourth witnesses were both with this second lady at the time and



also saw the plane – one being her son and the other her friend who was shelling coconuts at the time when the plane flew over. Unfortunately, the son was not on the island at the time of our visit but I phoned him in the week that followed and with the help of my Maldivian friend /contact we were able to obtain a written transcript of what he remembered about seeing the plane with his mother that morning. A comment in passing..... If the plane circled several times then this is

indicating i) the plane was being flown under 'manual control' and ii) perhaps looking for a place to attempt an emergency landing?

Status: Work to go – publishing of witness information and interview video footage. (*Priority was given to analysing the Sonar data collected as this is quite time consuming*)

ANALYSIS OF THE SONAR IMAGERY

The following pages contain the analysis of several of the sonar images collected. With reference to the "Aircraft-Shaped" object orientation (Refer Image 2b above), I defined several search pattern grids over and around the object location and then proceeded to execute each pattern. As we traversed each segments of this search pattern with the boat the Fish Finder was used to capture sonar imagery of the sea floor as we traversed along. At the same time, video recordings of the Fish Finder sonar display were taken in 'real time' for later analysis . The figure below shows some of the scan segments executed over the top of the object at the location. (I have not included all the search patterns in this status brief *still work to go*)



The Search Pattern way point references are defined as follows and are with respect to an aircraft object:-

N1: Nose; T1: Tail
NL1: Left of Nose; NR1: Right of Nose
FW1: Forward of Left Wing;
FW2: Forward of Right Wing;
WL1: Left Wing; WR1: Right Wing
TL: Left of Tail; TR: Right of Tail

The following pages provide the analysis summary for the scan segments TR1 to TL1, and TR1 to NL1. *(Status: Analysis of other scan segments is still work to go.)*

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INTERPRETING A FISH FINDER SONAR DISPLAY

(ie. Useful to know when looking at the Lowrance screen capture sonar imagery on the following pages)

Key Points:-

- As the boat moves forward whilst the sonar is scanning, the image on the Fish Finder display moves from right to left. The right-most edge of the display shows what is immediately under the boat (/latest reading) and to the left of the display is history/what the boat/sonar has already passed over.
- The vertical scale (top to bottom) on the right hand side of the display shows the depth of the water column under the boat.
- Mud, sand and vegetation on the sea bottom absorb and scatter the sonar signal, reducing the strength of the return echo. Rock, shale, coral and other hard objects reflect the sonar signal easily and provide a strong return.

General reference articles to read in slow time....:-

http://support.lowrance.com/system/selfservice.controller?CONFIGURATION=1001&PA RTITION ID=1&secureFlag=false&CMD=VIEW ARTICLE&ARTICLE ID=2967

http://www.fishfindersource.com/how-to-read-a-fish-finder-screen/

SONAR SCAN ACROSS OBJECT TAIL SECTION (SCAN TR1 TO TL1) Screen capture from sonar scan, video Ref: DSC_0275 /at t = 0:00:37.

Captured during conduct of search pattern segment from TR1 to TL1 whilst passing across what is labelled as the Tail Assembly (See line TR1 to TL1 on Image 2b). The bump in the Sonar image appears to have distinct straight edges and corners that appear similar to features of an aircraft Tail Section – in terms of shape, angle and approximate dimensions.



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SONAR SCAN ACROSS OBJECT FORWARD FUSELAGE (SCAN TR1 TO NL1) Screen capture from sonar scan, video Ref: 20151211_093239 /at t_Left-Image = 0:00:37; t_Right-Image. 0:01:43

Captured during conduct of search pattern segment from TR1 to NL1. This is a pass from the right-of-tail (TR1) to left-of-the-nose (See line TR1 to NL1 on Image 2b). This scan segment passes across a part of the right wing, over the fuselage and towards the vacant area left of the nose. The large circular bump in the Sonar image (ie. the light blue area) shows a strong solid sonar return with a very smooth profile. The height of the circular bump (in the Left Sonar image) is about 10m high. As a comparison, the top of the fuselage of a Boeing 777-200ER is about 9m high from ground level. (This is just a relative comparison for the height of the bump). This circular bump could be the central fuselage given that this scan segment (TR1 to NL1) passes over the top of the centre of the object. The yellow outline shown on the Scale Model Replica identifies a possible aircraft surface that could have produced the resultant sonar returns seen on the Fish Finder display screen captures below.



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BACKGROUND/ PREVIOUS RESEARCH

An overview of my previous research conducted during 2015 can be viewed on my website at www.foundmh370.com

The website contains a set of summary overview papers (in the form of downloadable PDFs) derived from my detailed analysis reports (not yet published) and information provided to the various government agencies involved in the search. The PDFs are well worth a read as they present a 'non-technical' summary of the strong correlation that exists between the location of this "Aircraft-Shaped" object (Image 2b above) and each of the following elements of the #MH370 mystery:-

- (IE2) an impact point near the Maldives of an Acoustic Event detected by Indian Ocean hydrophones on the morning of 8th March 2014 with characteristics consistent with what would be seen if a large aircraft impacted the water (Curtin University reports);
- (IE3) the eye-witness sightings of a large aircraft over Kudahuvadhoo Maldives with colouring consistent with a Malaysia Airlines plane; and
- (IE5) an analysis showing the possibility that the #MH370 Flaperon found on Reunion Island, could have arrived there via ocean currents and it originating from the vicinity of the Maldives, and possibly from this "Aircraft-shaped" object.

Notes:

- (i) The analysis of the "Aircraft-Shaped" object itself is described in the (IE1) PDF on my website.
- (ii) IE is short form of "Independent Evidence".