

The search for Flight MH370:
Was the plane very close to being found right from the start?!
(on 18 March 2014)

The whole situation is of course horrific, but if we only consider the brute facts of the case, it seems to me that MH370 might well be resting at 34 decimal 776 degrees South, 87 decimal 895 degrees East, for the reasons set out below. This point is slightly outside the search corridor centered on the famous "7th arc", but is anyone absolutely 100% sure that some small error might not have crept into the way the 7th arc has been calculated? Furthermore, if the "partial handshake" with Inmarsat defining the 7th arc was not caused by the plane running out of fuel—and it is my understanding that there are many experts who are of the opinion that it was not—then the 7th arc more or less loses its meaning anyway as an exact reference.

My theory is that MH370 was deliberately crashed/set down at the point indicated above, which is the exact opposite of where the flight was supposed to end up. Now this may sound crazy but hopefully it's "profoundly crazy", or, as the great physicist Niels Bohr put it: "We all know your theory is crazy, but is it crazy enough?!"

The motivation would have been to humiliate and make a mockery of Malaysia Airlines (who has ever just completely lost a plane before?) but in the perpetrator's mind it would not have been sufficient to just make the plane vanish, there would have to be an element of taunting provocation to it, of "hiding in plain sight"—in this view, the perpetrator was someone who, apart from being gravely criminal, that need hardly be said, was specifically intent on creating a mystery in general and a puzzle in particular, and with all real puzzles the solution should be very hard to see, but at the same time be relatively simple in itself, almost "obvious"—in retrospect...

The selection of the crash site as the exact opposite of where the plane was supposed to end up would serve the dual purpose of 1) being in itself a kind of "clue", in that there is something simple about that point which makes it at least a little more special than all the alternatives and 2) of having a contemptuous quality to it which fits in well with the perpetrator's motivation as stated above.

Oftentimes, as we all know, the first intuition is the best!--the position where I calculated that MH370 might well be resting happens to be almost exactly on the northernmost tip of the area that the Australian Maritime Safety Authority planned to search on the very first day of the search, 18 March 2014—please refer to the map in this article:

<https://www.theguardian.com/world/2014/mar/20/-sp-mh370-missing-plane-malaysia-theories>

However, it subsequently turned out that the area that was actually searched on that day did not include the northernmost portion of the area initially envisaged (nor was this northernmost portion ever searched at some later time)--please refer to the map in this article:

<https://theaviationist.com/2014/03/20/mh370-total-recap/7>

As the reader of course knows, not too long afterwards the AMSA and/or the Joint Agency Coordination Centre decided to move the whole area of interest elsewhere, this decision being based primarily on the Inmarsat information and the establishment of the "7th arc" reference, however one cannot help but wonder, more than five years on and with the plane still missing, whether the first intuition wasn't in fact the best!

To come up with the figures for the suggested crash site I took the published coordinates for Beijing Capital International Airport, as well as the coordinates for the take-off position on Runway 32R at Kuala Lumpur International Airport, and then simply used the various functions of the advanced online geodesic calculator

<https://geographiclib.sourceforge.io/cgi-bin/GeodSolve>

(it may be that I should have used the published coordinates for KUL instead, but in the big picture the difference isn't that significant)

In closing , I might mention that about a month after MH370 vanished I wrote to the JACC with this theory (but with a less accurate calculation of the crash site) and I received a nice "Thanks for your input"-letter which I very much appreciated, considering how swamped they were at the time. I also sent the theory to Ocean Infinity in November 2017: in this case I got no response, but that's OK, I mean who knows how many just plain crazy theories they may have received?!

>> HOME