

Christmas Island Theory

June 30th, 2014

This is what possibly happened to flight MH370, all based on proven facts and matching all knowing data ...

It could be a political protest of Captain that tried to land on Christmas Island (australian territory), seek asylum and catch media attention needed in fight against the government, meanwhile exposing the vulnerability of malaysian military/airforce. He was an active campaigner against government. His close friend, the opposition leader, got convicted just a day before the flight (source : http://en.wikipedia.org/wiki/Anwar_Ibrahim).

Picture of Captain : http://i.dailymail.co.uk/i/pix/2014/03/16/article-2581817-1C56DB9E00000578-105_964x699.jpg

Where could he get the idea from? Well, only two weeks before MH370 flight an ethiopian copilot has successfully hijacked the plane and landed in Switzerland, meanwhile unintentionally exposing swiss airforce vulnerability (it seems they work only office hours, so NATO planes had to intervene).

<http://www.bbc.com/news/world-europe-26222674>

I am quite sure that story couldn't pass by the Captain and it sure went through his head many, many times during those two weeks.

Also you should notice there is an Immigration Reception and Processing Centre on the Island.

http://en.wikipedia.org/wiki/Christmas_Island_Immigration_Reception_and_Processing_Centre

Then if you thoroughly read this article from Mirror you will get the bigger picture.

<http://www.mirror.co.uk/news/world-news/missing-malaysian-airlines-fears-over-3247649>

Timeline(MYT) :

00:41 Take-off from Kuala Lumpur International Airport (KUL)

01:01 Crew confirms altitude of 35,000 feet (11,000 m)

01:07 Last ACARS data transmission received; crew confirms altitude of 35,000 feet, a second time

01:07-02:03 Satellite communication link lost sometime during this period.

01:19 Last Malaysian ATC voice contact

01:21 Last secondary radar (transponder) contact at 6°55'15"N 103°34'43"E

01:22 Transponder and ADS-B no longer operating.

01:25 Aircraft deviated from planned route

Note : Captain could tell the First Officer about his intention and get him to assist along the way, at this time majority of passengers were asleep, those awake probably wouldn't notice a mild turn back towards Malaysian mainland, if they looked through windows they could very well thought they were over Vietnam so nothing suspicious.

01:30 Voice contact attempt by another aircraft, at request of Vietnam ATC; mumbling and radio static heard in reply (*Note : a sign of conflict in the cockpit?*). Source : New Straits Times.

Sighting claim: Kota Bharu, Malaysia (Source : <http://edition.cnn.com/2014/03/19/world/asia/malaysia-airlines-plane-ground-witnesses>)

In the middle of the night, two fishermen near the Malaysia-Thailand border saw a plane flying low over the South China Sea -- at the same time that air traffic controllers lost contact with Flight 370 over the same body of water, at 1:30 a.m. or almost 50 minutes after takeoff.

Fisherman Azid Ibrahim and a friend had taken people fishing that night off the coast of Kota Bharu.

"I was fishing when I saw the plane -- it looked strange. Flying low. I told my friend that's not normal. Normally, it flies at 35,000 feet. But that night it touched the clouds. I thought the pilot must be crazy," Ibrahim said.

"It was really low. I saw the lights they looked like the size of a coconut," he said.

Their fishing grounds lay under a flight path, but the predawn plane was unusual to see because of its low altitude, they said.

The fishermen filed a police report about their sighting, but Malaysian officials haven't commented.

Note : Their sighting matches the time when they got near Kota Bharu and also indicates low-altitude flying over Malaysian mainland to hide from radar coverage.

02:15 Last primary radar contact by Malaysian military, 200 miles (320 km) NW of Penang, 6°49'38"N 97°43'15"E (Occurred at 02:22, per ATSB)

<http://imgur.com/xTa3tbq>

Note : You can clearly see the intention to evade indonesian airspace and we have both thai&indonesian officials categorically denying their airspace was violated.

<http://indianexpress.com/article/world/asia/missing-malaysian-plane-mh-370-never-entered-thai-airspace/>

<http://www.thejakartapost.com/news/2014/03/26/govt-insists-mh370-did-not-fly-indonesian-airspace.html>

02:25 'Log-on request' sent by aircraft to satellite. Satellite communication link is reestablished after being lost for between 22-68 min.

<http://www.telegraph.co.uk/news/worldnews/asia/malaysia/10933917/MH370-New-evidence-of-cockpit-tampering-as-investigation-into-missing-plane-continues.html>

02:39 Ground to aircraft telephone call via aircraft's satellite link unanswered.

06:30 Missed scheduled arrival at Beijing Capital International Airport

07:13 Ground to aircraft telephone call via aircraft's satellite link unanswered.

07:24 Malaysia Airlines pronounces flight missing in statement released to media

08:11 Sixth and last successful automated hourly handshake with Inmarsat-3 F1

08:19 Unexplained 'log-on request' sent by aircraft to satellite

08:19:37 After the ground station responded to the log-on request, the aircraft replied with a 'log-on acknowledgement' transmission at 08:19:37.443 MYT. This is the last transmission received from MH370. (*Note : a possible loss of power?*)

09:15 Aircraft did not respond to a scheduled, hourly handshake attempt by Inmarsat.

MH370 Flight path (estimated)

Starting from MEKAR waypoint (last confirmed by Malaysian radar data), the plane would land at ~08:30 MYT on the island.

<http://skyvector.com/?ll=-3.664734973552463,99.40759277726583&chart=304&zoom=6&plan=F.WM.MEKAR:F.WM.SANOB:F.VO.NOPEK:F.VO.MEMAK:F.VC.TOPIN:F.VC.NIXUL:F.VC.NISOK:F.VC.SELSU:F.VC.KETIV:F.YM.BEBIM:G.-11.623183114130432,106.07080078517193:A.YM.YPXM>

Note : the speed and possibly altitude are variable, the PIC probably chose lower speed to burn more fuel and land as light as possible (the YPXM airport has relatively short runway especially for someone landing there for the first time with the plane full of passengers) also because he planned to wait for a daylight and better visibility. That airport has Pilot Activated Lighting but it's questionable if he could activate those with communications already turned off and he might had that on mind. (Maybe the first goal was YPCC but PAL didn't work so he decided to go to Christmas Island which would explain the change in course?)

MH370 crash explanation

<http://www.dodaj.rs/f/30/YF/bnwbfGi/mh370.jpg>

Note : the PIC could be tired/under stress(passengers realising the situation and creating problem?) which caused him to make decisive mistake of going too far to the east before turning left to YPXM, the point where gray line intercepts yellow one. Since it's the point which reflects maximum range, it would mean they had run out of fuel at that point and had to glide to the island, since the altitude possibly wasn't enough for a successful glide they ditched somewhere between that point and the island and the final impartial handshake has been initiated. That part of Indian Ocean close to island is much calmer than "roaring forties" to the south and it could be possible to sink the plane without debris(although still highly improbable). Also it's interesting coincidence that on your map the yellow line falls just behind YPXM(the flight computer could inform Captain there is just about right amount of fuel to get there). Bear in mind that rectangle is just the most probable area which doesn't mean the plane lies there, it could be somewhere SE or NE of that position but not too far from there (that said if this theory proves to be right after all).

Interesting footnote:

Angus Houston chaired a panel which studied and made recommendations to the Australian Government about the immigration problems and security issues that Australia were having with asylum seekers on Christmas Island and various other islands.