Issues with Saudi 777 allegedly being seen in the Maldives

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Introduction

Recently there was a report published by Richard Godfrey on 26th September 2021 showing the estimated flight path of a Saudi 777 aircraft using WSPR that allegedly flew from Riyadh in Saudi Arabia to the Male airport in the Maldives.

Please see
https://www.mh370whathappened.com/uploads/1/1/4/6/1146986/saudi_arabian_airlines_hz-akf__1_.pdf

It is claimed that this was the aircraft spotted by twenty plus eye witnesses in the Maldives early in the morning on 8th March 2014. This was the same day that MH370 disappeared.

Details

However there appears to be a few things mentioned in the report that do not make sense.

These are:

1- WPSR not suitable to track aircraft

Many suitably qualified persons have stated that WSPR historic database is not suitable to track aircraft. So it does not make sense how the flight path shown was derived just from the WSPR data especially as it was stated in the report that no ADSB data was available for that flight.

Please see
https://www.mh370whathappened.com/uploads/1/1/4/6/1146986/why_wspr_cannot_track_aircraft.pdf

I believe It would be beneficial for both the supporters and detractors of using WSPR to track aircraft if Richard could provide some more details about his methodology. Please see 'Appendix G - Extra details requested on WSPR methodology for tracking aircraft'.

2- Saudi 777 overhead Kuda Huvadhoo at the wrong time

The report claims that the Saudi 777 was overhead at Kuda Huvadhoo at 07:55 AM local time.

However it was well documented that aircraft was spotted by the 20 plus eyewitnesses close to 6:15 AM local time.

Therefore there is a one hour and forty minutes discrepancy. This means that the VIP Saudi 777 could not be the aircraft seen by the islanders at 6:15 AM.

For more details please see '**Appendix B - The time a large passenger jet aircraft was spotted over Kuda Huvadhoo' .**

3 - Turbo Prop flight Q2 116 was not over Kuda Huvadhoo

In the WSPR report it also states a local twin turboprop DH8C aircraft flight Q2 116 was flying over Kuda Huvadhoo at 06:30 AM local time.

The aircraft would have been abeam Kuda Huvadhoo at around 06:30 AM as stated . However as the aircraft was first tracking from Male Airport to Fuvahmulah airport it would have been 67 kilometres to the east of Kuda Huvadhoo where it was spotted and also at a cruising altitude of around 20,000 ft.

For further details please see' Appendix E - Flight paths of various flights that were reported to be spotted at Kuda Huvadhoo' and subsection 'Flight Q2 116 Dash 8 departing from Male'.

And also please see '**Appendix F - Arrival and Departure times' and subsection 'Arrival time Saudi VIP 777 overhead Kuda Huvadhoo and at Male airport and Dash 8 overhead Kuda Huvadhoo'.**

4 - Turbo Prop flight DQA 149 was not over Kuda Huvadhoo

Also, the initial reports derived from the Maldives authorities show that the aircraft that was claimed to have been seen by the islanders at Kuda Huvadhoo was another flight namely DQA 149 (Not the one mentioned in the WSPR report - Flight Q2 116) also a turboprop DH8C aircraft. This is also not believable.

The aircraft was shown to have arrived at nearby island of Thimarafushi at 06:33 AM from Male and departed back to Male at 06:45 AM.

However this flight does not match up with the list of departing flights from Male airport. So it is possible to conclude this could be a phantom flight path for DQA149 (i.e. just made up to try to explain away what the twenty plus eye witnesses saw).

Please see 'Appendix F - Arrival and Departure times'.

Note, the actual flight details for that aircraft with registration 8Q-IAS for its first flight out of Male airport on that day was Flight Q2 275 departing Male at 8:17 AM for Kooddoo and then Kadhdhoo. This is way after the aircraft was spotted by the eye witnesses.

However, this flight could be genuine if it instead of departing from Male it instead stayed overnight from the previous day at another airport e.g. Kaadedhdhoo and took off very early in the morning.

It is none the less immaterial whether this flight actually took place or not as it would not have been possible for the local inhabitants to see the aircraft flying low approaching from a north west direction at 6:15 am due to the following reasons:

The flight Q2 149 with aircraft registration 8Q-IAS as per the arrival details as shown at Male airport was tracking from Kaadedhdhoo to Thimarafushi for runway 04. See '**Appendix F - Arrival and Departure times' and subsection 'Arrivals to Male airport'.**

This was around 57 kilometres from Kuda Huvadhoo island where the aircraft was spotted.

For further details please see '**Appendix E - Flight paths of various flights that were reported to be spotted at Kuda Huvadhoo' and subsection ' Flight Q2 149 Dash 8 departing from Kaadedhdhoo'.**

In addition the aircraft was situated South East of Kuda Huvadhoo. However it was actually spotted coming from the North West.

Note in the X905-MH37_FLIGHT_TO_MALDIVES video it assumes the aircraft instead was tracking from Male. In this situation it still would not have been possible to be seen by the eyewitnesses as the aircraft was 39 kilometres to the east of the island descending through an altitude of between approximately 7,000 to 10,000 feet.

For further details please see '**Appendix E - Flight paths of various flights that were reported to be spotted at Kuda Huvadhoo' and subsection ' Flight Q2 149 Dash 8 departing from Male'.**

5 - Multiple eyewitnesses can effectively eliminate the aircraft spotted was a local Turbo Prop

Also the multiple eye witnesses when showed photos of a Boeing 777 and a dash 8 turbo prop aircraft all were definite that what they saw was not one of the local turbo prop aircraft.

As has been correctly reported on this Facebook site eye witness testaments are not always reliable. However, with the volume and quality of the yes to an aircraft similar to a Boeing 777 and the no to the local turbo prop one can virtually eliminate the turbo prop option.

6- Why did it take six years plus to report the actual aircraft seen in the Maldives as being the Saudi 777 was the one?

Especially taking into account as reported that the Saudi 777 allegedly landed at Male Velana airport at 8:37 am local time on 8/3/2014.

Please see **'Appendix F - Arrival and Departure times' subsection 'Arrival time Saudi VIP 777 overhead Kuda Huvadhoo and at Male airport and Dash 8 overhead Kuda Huvadhoo'.**

If this was so the island authorities would know from Air Traffic Control where the aircraft flew from and therefore could quickly put two and two together and confirm the aircraft spotted was the Saudi 777. Instead they said (for the first six years) it was a DH8C turbo prop aircraft.

Summary

Let's Pretend

So even if we discount all the above points i.e. pretend they did not occur.

In other words:

(a) Let's pretend WSPR is able to track aircraft.

(b) Let us pretend the eyewitness at Kuda Huvadhoo actually saw the low flying aircraft a Saudi 777 at 7:55 AM and not as reported at 6:15 AM.

(c) Let us pretend The DH8C flight Q2 116 was not flying on its planned track of 66 kilometres east of Kuda Huvadhoo at 6:30 AM at around 20,000 ft. But instead was 66 kilometres off course at a much lower altitude of around 1000 ft.

(d) Let us pretend the DH8C flight DQA149 was when close to landing at Thimarafushi was instead 57 kilometres off course to the North West.

(e) Lets us pretend it was known a few months after the disappearance of MH370 that the aircraft spotted over Kuda Huvadhoo was a Saudi 777.

But just due to administrative errors it was first claimed to be a turbo prop flight DQA 149 (registration 8Q-IAS) and six years later flight Q2 116 (registration 8Q-IAP).

Wash up

So with the above pretences we can then now pretend the aircraft spotted over the Maldives by the multiple eyewitnesses was in fact the Saudi 777.

This however will put us into a numerical probability nightmare situation.

The reason being:

In the video X905 - MH370 FLIGHT TO THE MALDIVES it estimates the probability that a random aircraft of the same or similar to MH370 being spotted in the small 30 minute window where MH370 could be over the island over a ten year period to be in the region of 1 in 250,000,000,000,000.

Please enter https://www.mh370whathappened.com/video-for-alternative-option.html in your browser then select the video X905 - MH370 FLIGHT TO THE MALDIVES.

This is just so unlikely that one can reasonably just eliminate this as a viable option.

These leaves us with

So this just leaves two reasonable possibilities:

(1) The aircraft seen was MH370.

(2) Another 777 was sent to the Maldives and the same was connected with the MH370 mystery. In other words it was not just a random flight.

But what about the pings and the drift analysis

If the aircraft was in fact MH370 then what about the Inmarsat Pings and the locations where parts of the aircraft were found.

Inmarsat Pings

The BTO data as shown in the Satellite spreadsheet data can scientifically and very conclusively show the aircraft was heading away from the Maldives but if actually ended up there then the only viable explanation for this could be is that the last few pings must have been added post flight.

Location of aircraft parts

The drift analysis is not an exact science so it might have been possible for the aircraft pieces to have drifted from the Maldives. However possibly a more likely scenario would be that the parts were moved to those locations after being kept in sea water for around 15 months.

Appendix A - What is now the official story

Currently it has been reported that the local inhabitants at Kuda Huvadhoo could have seen up to three aircraft at 6:15 AM local time on the 8th of March 2014.

These are in the order reported:

- Flight DQA 149 (A Maldivian Turbo prop aircraft)

- Flight Q2 116 (A Maldivian Turbo prop aircraft)

- Flight Private (A Saudi Boeing 777)

In order to simplify the analysis of what aircraft or aircrafts were spotted it would be good for those in touch with the knowledgeable contacts e.g. members of the IG group etc to post on the VeritasMH370 Facebook site which of the following apply:

Option 1

The only aircraft spotted was flight DQA 149

Option 2

The only aircraft spotted was flight Q2 116

Option 3

The only aircraft spotted was the private flight of the Saudi 777

Option 4

Two aircraft were spotted namely flight DQA 149 and Q2 116

Option 5

Two aircraft were spotted namely flight DQA 149 the private flight of the Saudi 777

Option 6

Two aircraft were spotted namely flight Q2 116 and the private flight of the Saudi 777

Option 7

Three aircraft were spotted namely flight DQA 149, flight Q2 116 and the private flight of the Saudi 777

Appendix B - The time a large passenger jet aircraft was spotted over Kuda Huvadhoo

It was widely reported that the time the multiple (20 +) eyewitness spotted the large twin engine passenger jet was close to 6:15 AM.

This could be confirmed as it was soon after the morning Fayr prayer. Normally this would end at least 15 minutes prior to sun rise.

So all the witnesses could give a pretty accurate time range as they would be home after prayers or in the case of the eyewitness that had the best view of the aircraft namely Abdu Rasheed started fishing around 6 a.m.

He then noticed the aircraft close to when the sun came up which was at 6:16 AM. See Appendix C - Sunrise in the Maldives.

See Appendix D - Reports on when aircraft was spotted in the Maldives

Appendix C - Sun Rise in the Maldives

Sunrise and Sunset times for Kudahuvadhoo, Maldives

Tuesday 9 March 2021

« Previous Day | Next Day » | Select Date

Astromomical twilight begins (full darkness ends)	05:07
Nautical twilight begins (First light)	05:31
Civil twilight begins (Dawn)	05:55
Sunrise	**06:16**
Transit (sun is at its highest)	12:18
Sunset	**18:21**
Civil twilight ends (Dusk)	18:42
Nautical twilight ends (Nightfall)	19:06
Astromomical twilight ends (full darkness starts)	19:30
Moon phase	Waning Crescent Moon
Timezone	Indian/Maldives

Kudahuvadhoo is a town in Dhaalu Atholhu, Maldives. The local timezone is Indian/Maldives.

Appendix D - Reports on when aircraft was spotted in the Maldives

Reported by Florence de Changy (reporting for Le Monde Newspaper) who visited Kuda Huvadhoo

Zuhuriyya Ali is a 50-year-old housewife. She greets us in the inner courtyard of her breeze-block home with a glass of rose-flavoured milk and a bowl of fresh mangoes. Leaning against a rack on which saucepans from the last meal are drying in the sun, she musters her concentration to provide a scrupulously accurate description of what she saw on that morning of March 8, 2014. A *"big plane making a lot of noise"*, *"coming from the same direction as usual, but much lower".* She points to a section of her zinc roof and draws an arc in the sky. Zuhuriyya Ali has her benchmarks to remember the time: **6.15am**, give or take a few minutes. Because at 5am it was prayer time, and from 6am onwards she sweeps her courtyard.

Reported by Blaine Gibson (Independent investigator) who visited the Maldives at around five different times.

1. The Kudahuvadhoo witnesses saw a large low flying jet plane with, depending on the witnesses' perspective, varying amounts of white, red, blue, and silver colors the morning of March 8 2014, at times ranging from 6:15 to 6:30 am

Reported by Hedley Thomas (The Australian Newspaper) who visited Kuda Huvadhoo

The technology and logistics matter little, however, to the villagers of Kuda Huvadhoo, the capital of an atoll lacking radar in a country with outdated and severely limited defence and air traffic equipment. Several people we spoke to believe they saw MH370 about **6.30am** (9.30am in Malaysia) that day.

Reported by Sergio Cavaiulo (Independent investigator) who visited the Maldives

Multiple eye-witness sightings of the missing MH370 aircraft occurred in the Maldives at around 01:15UTC 8Mar2014 (6:15am Maldives local time/just after Sunrise) over the Island of Kudahuvadhoo (Dhaalu Atoll). MH370 was seen flying low and slow and approached the Island from the North-West then banked right and headed towards the Southern Maldives. Shortly afterwards it was also seen circling above Gaadhiffushi Island.

At about 01:15UTC: MH370 was right over Kudahuvadhoo Island in The Maldives flying low and slow (Doors & Windows were clearly visible).

At about 01:20UTC: MH370 was seen circling 2 or 3 times over Gaadhiffushi Island(Thaa Atoll) before last seen heading out South over the Veymandoo Channel.

Note, the distance from Kudahuvadhoo to ***Gaadhiffushi Island*** is 31 nautical miles. At a long endurance speed of around 220 knots that would take MH370 8 minutes.

That means the aircraft would be spotted over ***Gaadhiffushi Island*** at 6:15 AM + 8 Minutes. That mean it should be spotted at 6:23 AM. It was reported to be spotted at 6:20 AM that's just a discrepancy of three minutes.

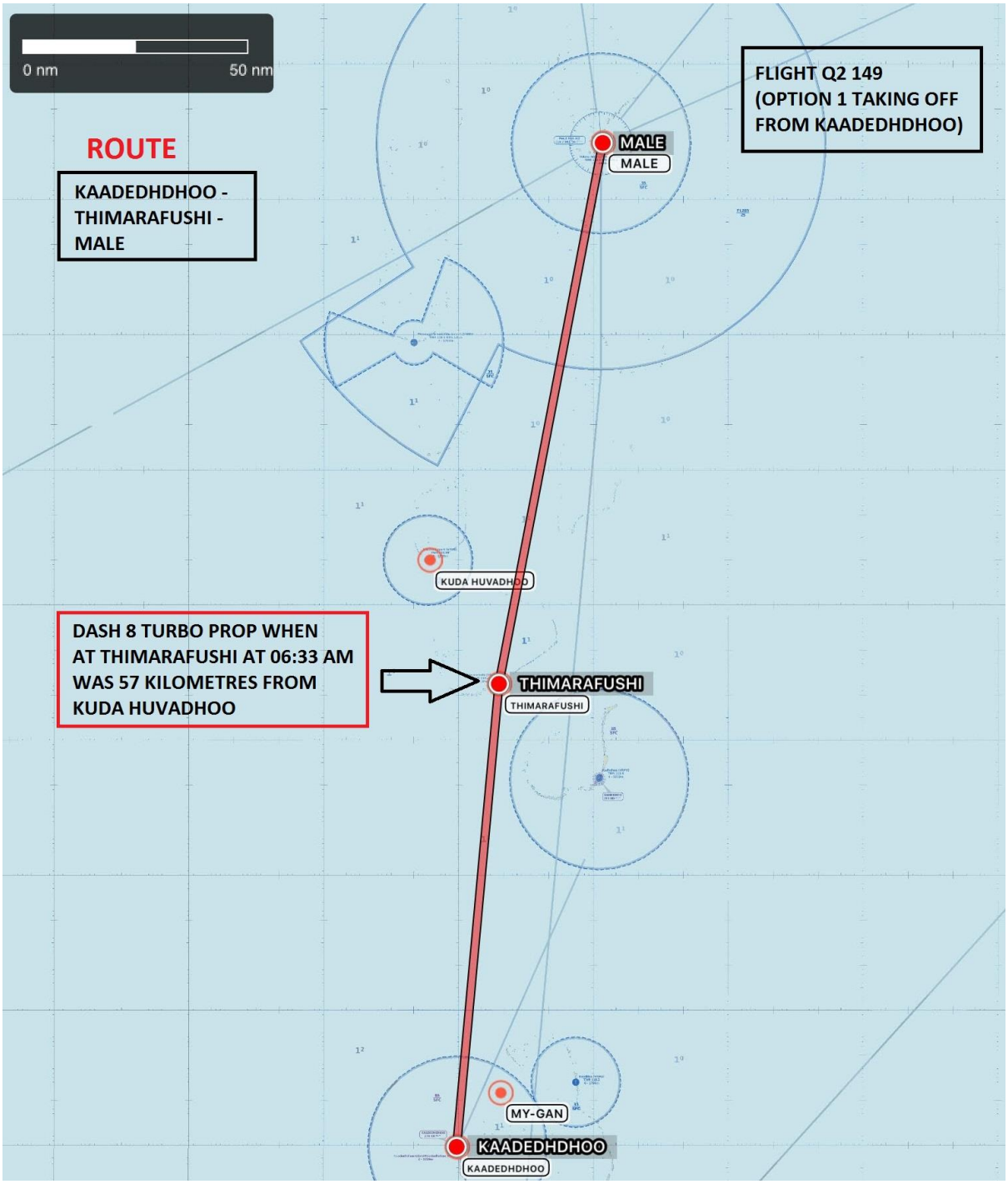
This adds more weight to the fact that the Boeing 777 or similar was first spotted at Kudahuvadhoo around 6:15 AM.

Mainly because (a) it was heading in right direction to get to ***Gaadhiffushi Island*** (b) It was seen flying low (c) Witnesses said it looked like a Boeing 777 (c) The time it was reported to be spotted was after the sighting at Kudahuvadhoo and the time reported was within three minutes of time one would it expect to fly the 31 Nautical Miles at a speed of 220 knots.

Appendix E - Flight paths of various flights that were reported to be spotted at Kuda Huvadhoo

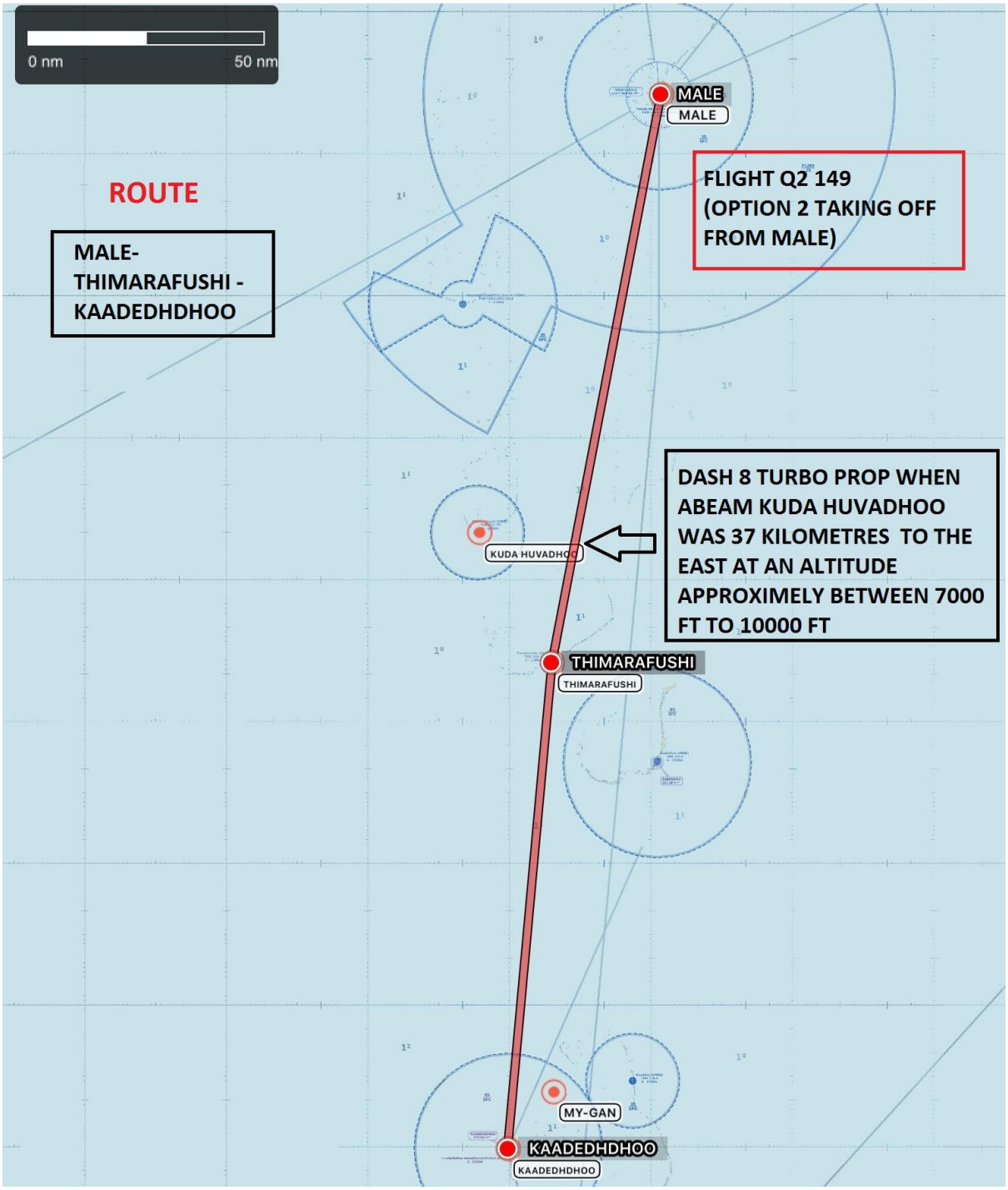
Flight Q2 149 Dash 8 departing from Kaadedhdhoo

When aircraft was spotted at Kuda Huvadhoo at 6:15 am this Dash 8 was 57 kilometres away



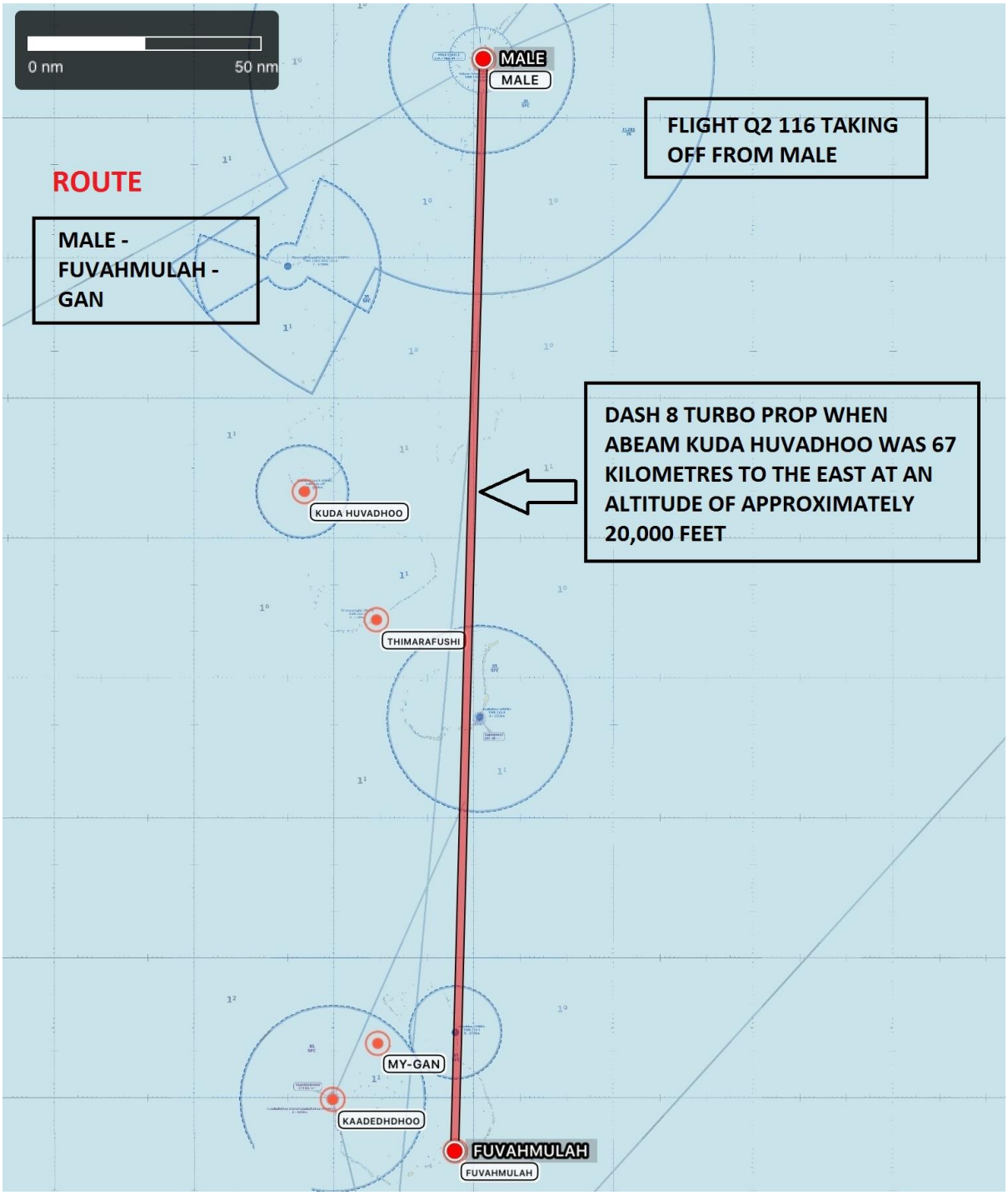
Flight Q2 149 Dash 8 departing from Male

When aircraft was spotted at Kuda Huvadhoo at 6:15 am this Dash 8 was 37 kilometres away at an altitude of approximately 7,000 feet to 10,000 feet.



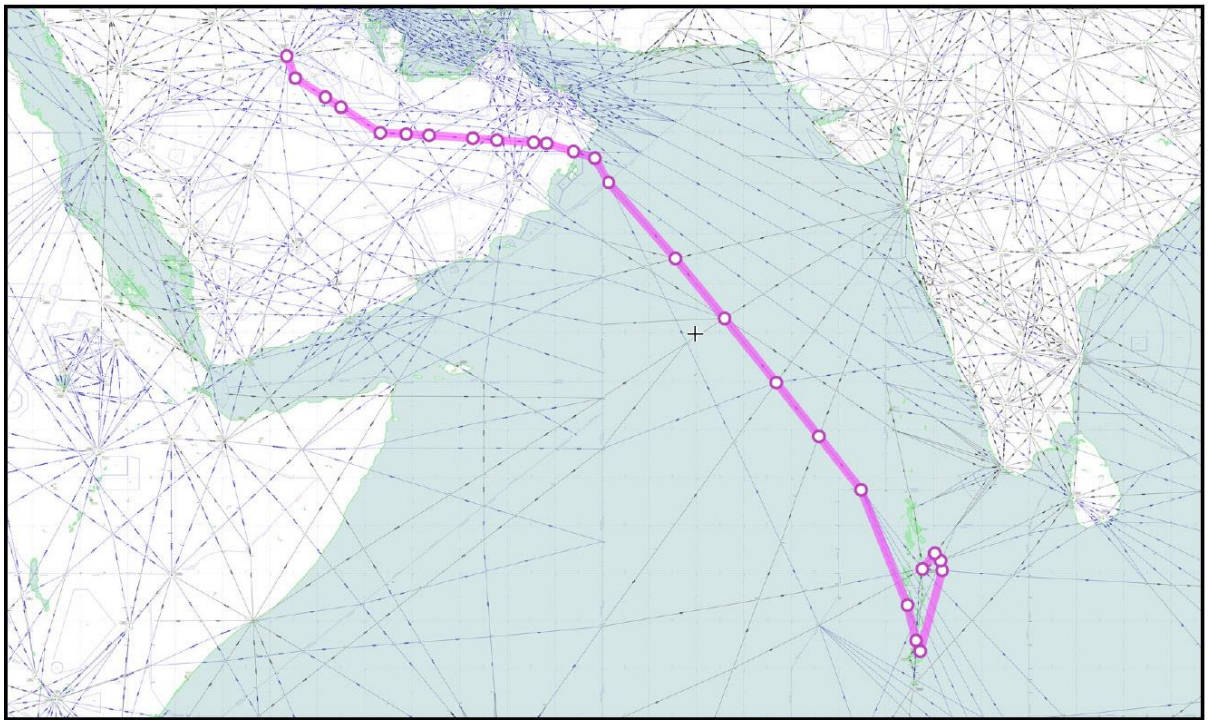
Flight Q2 116 Dash 8 departing from Male

When aircraft was spotted at Kuda Huvadhoo at 6:15 am this Dash 8 was 67 kilometres away at an altitude of around 20,000 feet.



VIP flight Boeing 777 departing from Riyadh (Saudi Arabia)

This aircraft a Saudi VIP Boeing 777 was calculated to be over Kuda Huvadhoo at 7:55 am. However the eyewitnesses saw the aircraft at 6:15 AM. So the aircraft arrived 1 hour and 40 minutes too late.



Appendix F - Arrival and Departure times

Arrivals to Male airport

Male Airport Arrivals 8th March 2014

Flight Number	From	Scheduled	Arrived	Aircraft Registration	Aircraft Type
Q2 113	Gan	06:50	06:35	8Q-IAO	DHC-8-314
VP 600	Maamigilli	07:00	06:55	8Q-VAT	ATR 72-600
Q2 249	Hanimaadhoo Dharavandhoo	07:00	06:52	8Q-AMD	DHC-8-202
VP 640	Dharavandhoo	07:15	07:20	8Q-VAS	ATR-72-212A
Q2 149	Kaadedhdhoo Thimarafushi	07:25	07:24	8Q-IAS	DHC-8-315
Q2 263	Kooddoo Kadhdhoo	07:30	07:16	8Q-IAM	DHC-8-311Q
VP 4600	Maamigilli	09:30	08:56	8Q-VAS	ATR-72-212A
Q2 259	Hanimaadhoo Dharavandhoo	09:50	09:47	8Q-IAO	DHC-8-314
Q2 116	Fuvahmulah Gan	10:00	09:41	8Q-IAP	DHC-8-311
Q2 2180	Kaadedhdhoo Thimarafushi	10:35	10:28	8Q-AMD	DHC-8-202
VP 602	Maamigilli	11:00	10:54	8Q-VAS	ATR-72-212A
Q2 275	Kooddoo Kadhdhoo	11:15	11:33	8Q-IAS	DHC-8-315
VP 641	Dharavandhoo	11:45	-	8Q-VAQ	ATR42-500
VP 604	Maamigilli	12:30	12:31	8Q-VAT	ATR 72-600
Q2 243	Hanimaadhoo Dharavandhoo	13:25	13:35	8Q-IAM	DHC-8-311Q
Q2 279	Kadhdhoo Kooddoo	13:50	14:03	8Q-IAO	DHC-8-314
VP 606	Maamigilli	14:00	13:54	8Q-VAS	ATR-72-212A
Q2 142	Thimarafushi Kaadedhdhoo	14:10	14:11	8Q-AMD	DHC-8-202
Q2 103	Gan	14:20	14:10	8Q-IAP	DHC-8-311
VP 642	Dharavandhoo	14:45	14:41	8Q-VAQ	ATR42-500

Departures to Male airport

Male Airport Departures 8th March 2014

Flight Number	From	Scheduled	Departed	Aircraft Registration	Aircraft Type
Q2 112	Gan	02:45	02:56	8Q-IAO	DHC-8-314
Q2 7248	Hanimaadhoo	02:50	02:51	8Q-AMD	DHC-8-202
Q2 116	Fuvahmulah Gan	06:00	06:09	8Q-IAP	DHC-8-311
Q2 259	Hanimaadhoo Dharavandhoo	07:10	07:14	8Q-IAO	DHC-8-314
Q2 2180	Kaadedhdhoo Thimarafushi	07:20	07:35	8Q-AMD	DHC-8-202
Q2 275	Kooddoo Kadhdhoo	08:10	08:17	8Q-IAS	DHC-8-315
VP 601	Maamigilli	09:15	09:28	8Q-VAS	ATR-72-212A
Q2 242	Dharavandhoo Hanimaadhoo	10:15	10:25	8Q-IAM	DHC-8-311Q
VP 603	Maamigilli	10:30	10:45	8Q-VAT	ATR 72-600
Q2 279	Kadhdhoo Kooddoo	10:45	10:59	8Q-IAO	DHC-8-314
Q2 102	Gan	10:50	10:55	8Q-IAP	DHC-8-311
Q2 142	Thimarafushi Kaadedhdhoo	10:55	11:26	8Q-AMD	DHC-8-202
VP 641	Dharavandhoo	11:00	11:14	8Q-VAQ	ATR42-500
VP 605	Maamigilli	11:30	11:38	8Q-VAS	ATR-72-212A
VP 660A	Fuvahmulah Gan	13:00	13:10	8Q-VAT	ATR 72-600
Q2 277	Kadhdhoo Kooddoo	13:40	14:10	8Q-IAS	DHC-8-315
Q2 2100	Gan	13:55	14:33	8Q-IAM	DHC-8-311Q
Q2 244	Dharavandhoo Hanimaadhoo	14:10	14:40	8Q-IAO	DHC-8-314
Q2 2140	Thimarafushi Kaadedhdhoo	14:40	15:04	8Q-IAP	DHC-8-311
VP 607	Maamigilli	15:00	15:23	8Q-VAS	ATR-72-212A
VP 643	Dharavandhoo	16:00	17:10	8Q-VAQ	ATR42-500
Q2 144	Thimarafushi Kaadedhdhoo	16:45	16:57	8Q-AMD	DHC-8-202
VP 609	Maamigilli	17:00	17:29	8Q-VAS	ATR-72-212A
Q2 260	Kadhdhoo Kooddoo	17:05	18:25	8Q-IAO	DHC-8-314

Arrivals and Departures to Thimarafushi airport

Flights operated to and from Thimarafushi on the 08 & 09 March 2014

Date	ATA	Arrival From	Flt No.	Rwy	Date	ATD	Departed to	Flt No.	Rwy	Registration	Type	Rules		Operator
Sun 09/03/2014	06:01	VRMM	DQA149	04	Sun 09/03/2014	06:24	VRMM	DQA149	04	8QIAM	DH8C	I	Schedule	IAS
Sun 09/03/2014	08:18	VRMM	DQA180	22	Sun 09/03/2014	08:44	VRMM	DQA181	04	8QIAS	DH8C	I	Schedule	IAS
Sun 09/03/2014	11:05	VRMM	DQA142	04	Sun 09/03/2014	11:22	VRMM	DQA142	04	8QIAO	DH8C	I	Schedule	IAS
Sun 09/03/2014	17:37	VRMM	DQA144	04	Sun 09/03/2014	18:00	VRMM	DQA144	22	8QAMD	DH8B	I	Schedule	IAS
All timings in Local Time														
Sat 08/03/2014	06:33	VRMM	DQA149	04	Sat 08/03/2014	06:45	VRMM	DQA149	04	8QIAS	DH8C	I	Schedule	IAS
Sat 08/03/2014	09:30	VRMM	DQA2180	04	Sat 08/03/2014	09:54	VRMM	DQA2180	04	8QAMD	DH8B	I	Schedule	IAS
Sat 08/03/2014	12:00	VRMM	DQA142	22	Sat 08/03/2014	12:17	VRMM	DQA142	22	8QAMD	DH8B	I	Schedule	IAS
Sat 08/03/2014	15:45	VRMM	DQ2140	22	Sat 08/03/2014	16:05	VRMM	DQ2140	22	8QIAP	DH8C	I	Schedule	IAS
Sat 08/03/2014	17:42	VRMM	DQA144	04	Sat 08/03/2014	18:00	VRMM	DQA144	22	8QAMD	DH8B	I	Schedule	IAS

Arrival time Saudi VIP 777 overhead Kuda Huvadhoo and at Male airport and Dash 8 overhead Kuda Huvadhoo

Arrival time overhead Kuda Huvadhoo for the Saudi 777 was at 7:55 AM. This is one hour and forty minutes after the aircraft was spotted.

Flight	Aircraft	Type	ATD/Exit (Local Time)	ATA/Entry (Local Time)	From	To	Via	Entry Waypoint	Exit Waypoint	Overhead Kuda Huvadhoo
Q2 116	DH8C	Local	06:08	07:16	MLE	GAN				06:30
VIP	B777	Arrival		08:37	RUH	MLE				07:55
Q2 116	DH8C	Local	07:46	09:41	GAN	MLE	FVM			09:19
MJ 707	A320	Overflight Entry		08:40	CMB	SEZ		ANIVE	ELKEL	09:25
FZ 563	B738	Arrival		06:25	DXB	MLE				None
LV 189	B763	Arrival		06:39	PEK	MLE				None
QR 672	A320	Arrival		07:08	DOH	MLE				None
UL 101	A343	Arrival		07:59	CMB	MLE				None
EK 658	B773	Arrival		08:10	DXB	MLE				None
Private	G550	Arrival		08:30	MOW	MLE				None
VP 640	AT45	Local	07:08	08:56	DMV	MLE				None
Q2 275	DH8C	Local	08:17	09:54	MLE	KDO				None
EK 425	B777	Overflight Exit	05:31		PER	DXB		AKDOB	BIBGO	None
Q2 551	A320	Departure	07:54		MLE	MAA				None
FY 564	B738	Departure	08:50		MLE	DXB				None

Appendix G - Extra details requested on WSPR methodology for tracking aircraft

Richard would it be possible for you to provide the following details which will help us more effectively evaluate your WSPR methodology used to track aircraft.

Please note, the following information is just assuming that the computer program would calculate the two minute plot point using something similar to the following methodology. If this is not the case then just ignore the following and instead just provide what you think someone would need in order to further evaluate your work.

This will allow others to follow your detailed logic and therefore be able to provide more comprehensive feedback. I assume no further searches for MH370 would be performed using the WSPR data unless a thorough peer review of you work was carried out.

For Example:

(1) Label each two minute plot point as shown in your document ' GDTAAA WSPRnet MH370 Analysis Flight Path Report.pdf'. i.e plot point 1, 2, 3 etc.

This would equate to about 229 plot points.

Create a spread sheet that can be created by modifying your program that will show the internal logic of how things are calculated.

It would reference your calculated plots points two minutes apart with the WSPR database 'wsprspots-2014-03-07-1600-2014-03-08-0100.xlsx'.

Note, first add four extra columns to the spreadsheet 'wsprspots-2014-03-07-1600-2014-03-08-0100.xlsx'. These would be as follows:

Latitude of the transmitting station

Longitude of the transmitting station

Latitude of the receiving station

Longitude of the receiving station

Plot points to be generated in a spreadsheet from your WSPR program (the data below is just made up)

Plot point no	**Latitude**	**Longitude**	**Matching Spot number from WSPR Database**	**Distance from Transmitter (Nautical Miles)**	**Distance from Receiver (nautical Miles)**
1	N	E	186134051	4611.1	2181.3

	2.56789	131.89781			
2	N 2.34567	E 131.56789	186145983	4891.6	1001.4
3	N 2.16781	E 131.45611	186105964	2318.0	3101.5

Note, plus additional information for each plot point in the spreadsheet above that shows:

(a) The cut off for the SNR and DRIFT values. In other words what values the computer program is using to show that an aircraft was or was not flying through the radio wave.

e.g. Thresholds for when an aircraft is detected

SNR VALUE	**DRIFT**	**Aircraft Detected**
-16	1	N
-10	-1	N
-12	-2	Y

Note, the program might use a totally different method to ascertain whether it has a hit on an aircraft. If so just provide the data used by the program.

(b) For each positive hit of an aircraft detected the data used to work out the latitude/longitude of the aircraft. In other words is it close to the transmitter, close to the receiver or near the middle etc. So this will show how your program works out the distance of the aircraft from the transmitter and receiver

Once that is done (e.g. the aircraft is say 2002.1 nautical miles from the receiver the data/formula used to calculate the latitude/longitude (e.g. great circle formulas etc).

Summary

In order to validate the methodology used it would be useful to know in detail the program specification including examples.

(1) How does the program detect an aircraft has flown through a radio wave?

(2) How does the program eliminate other aircraft?

(3) Does the program just need a departure and arrival airport and also a departure time?

(4) How does the program work out the distance of the detected aircraft from either the transmitter or receiver?

(5) When the program has calculated the distance how does it then calculate the latitude/longitude?

Ideally enough detail so one can create a similar computer program and run the WSPR database through it and get the same results for both MH370 and the Saudi 777.