List of Anomalies

No	Anomaly Id	Video	Brief Description
1	Actual-15	X3-ROUTE THE SECOND AIRCRAFT FLEW & X4-ROUTE SECOND AIRCRAFT SHOULD HAVE FLOWN	If a second aircraft was used to generate the missing ACARS position reports then it did not exactly follow the route as per the ADSB log.
2	Actual-27	X5-FLIGHT TO TOWERS	The Petronas Towers was we believe was a likely target.
3	Actual-1	X6 - FLIGHT SIMULATOR CAPTAIN	The Australian Transport Safety Bureau (ATSB) sent out an email stating that they were not given the Captain's Simulator 'FLIGHT FILES'. However it later transpired that they did have them.
4	Actual-2	X6 - FLIGHT SIMULATOR CAPTAIN and X6B - Simplified analysis on the captain's flight file.	As the Australian Transport Safety Bureau (ATSB) did not receive all the details from the Malaysian government they had insufficient data to work out the possible search area. This includes the specialised Boeing 777 details that would virtually certainly have been created during a typical simulator session. In addition there are other parts of the flight files that the ATSB acknowledge they possess but will not divulge.
5	Actual-3	X6 - FLIGHT SIMULATOR CAPTAIN and X6B - Simplified analysis on the captain's flight file.	The report on the captain's flight simulator stated that he deleted a lot of data from the SSD disk including the flight files. Therefore the six flight files needed to be recovered from the SSD disk. Due to the way SSD drives work with data has been deleted it would not have been possible to recover all these six flight files. Therefore we can assume the files could not have been created by the captain.
6	Actual-4	X6 - FLIGHT SIMULATOR CAPTAIN	The captain would not get any benefit in creating the six Flight Files with his flight simulator. So it makes no sense for him to do this.
7	Actual-5	X6 - FLIGHT SIMULATOR CAPTAIN	It makes no sense to us for the police to wait 7 days before raiding captain's home and taking away his flight simulator.
8	Actual-7	X8 - INTERVIEW TRANSPORT MINISTER	The minister was unable to give answers to many simple questions.
9	Actual-8	X9 - THIRD PARTY RADAR SITES	It appears that the third party radar site Flightware has redacted some data for the MH370 flight
10	Actual-9	X9 - THIRD PARTY RADAR SITES	It appears that the third party radar site RadarBox has redacted some data for the MH370 flight
11	Actual-10	X9 - THIRD PARTY RADAR SITES	It appears that the third party radar site Planefinder has redacted some data for the MH370 flight
12	Actual-11	X9 - THIRD PARTY RADAR SITES	It appears that the third party radar site FlightRadar24 has redacted some data and also added

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			additional data for the MH370 flight
13	Actual-12	X9 - THIRD PARTY RADAR SITES	It appears that play backs of MH370 on FlightRadar24 close to the time the aircraft was reported missing has fewer aircraft shown compared to later playbacks. This we assume indicates the data has been modified.
14	Actual-13	X9 - THIRD PARTY RADAR SITES	On FlightRadar24 a play back of the following flight from Kuala Lumpur to Beijing showed some strange things e.g. aircraft climbing to 49,800 feet etc. This we assume indicates that the data has been modified.
15	Actual-16	X10 - SATELLITE ADSB LOGS	Only two of the six resend of a message to the aircraft was included in the satellite log. Assume data has been modified. Also see Actual-23.
16	Actual-17	X10 - SATELLITE ADSB LOGS	All the embedded times should be encrypted in the satellite log. Some are not. This we assume indicates the data has been modified.
17	Actual-18	X10 - SATELLITE ADSB LOGS	Five entries in the satellite log have the mille seconds part of the date/time field set to '.000'. The system does not allow this value. This we assume indicates the data has been modified.
18	Actual-19	X10 - SATELLITE ADSB LOGS	Only two attempts were made to call MH70 over almost a 7 hour period. This does not seem likely.
19	Actual-20	X10 - SATELLITE ADSB LOGS	The prior flight MH371 in the same satellite log flipped 24 times between two satellites. MH370 only used one satellite for the whole flight.
20	Actual-21	X10 - SATELLITE ADSB LOGS	There appears to be missing entries in the satellite log (i.e. the channel is changed without the required command).
21	Actual-22	X10 - SATELLITE ADSB LOGS	It appears the last 20 minutes of the ADSB log did not come from MH370.
22	Actual-23	X10 - SATELLITE ADSB LOGS	The Traffic log report appears to have been edited.
23	Actual-24	X11 - ATC RECORDING	It appears the ATC recording has been edited. Especially the last two transmissions.
24	Actual-25	X12 - MALAYSIAN AIRLINES	Malaysian airlines changed the time that the aircraft was lost by Air Traffic control. This created an 1000 kilometre anomaly.
25	Actual-26	X13 - UNINTERUPTABLE AUTOPILOT	Although there is no direct proof that MH370 was taken over remotely it does appear to be the only theory that fits all the anomalies found and also provides a sufficient motive for the same.
26	Actual-14	X2 - FLIGHT SHOWING DIFFERENCE ADSB AND ACARS	The flight path of MH370 showed the aircraft to be at two different places at the same time when comparing the ADSB log with the Satellite log.
27	Actual-28	X905 - FLIGHT TO THE MALDIVES	Authorities stated that MH370 did not have enough fuel on board to be seen at 6:15 am local time. Detailed fuel flow analysis show that the aircraft if

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			flown on long range settings could have between 13 to 25 minutes fuel left at that time.
28	Actual-29	X905 - FLIGHT TO THE MALDIVES	Authorities stated that aircraft seen was a local turbo prop domestic aircraft that did not look like a Malaysian Boeing 777 and also was on the ground at Male airport at that time.
29	Actual-30	X905 - FLIGHT TO THE MALDIVES	Multiple eye witnesses saw an aircraft that looked just like MH370 at around 6:15 local time. Up to 2020 six years after MH370 went missing no aircraft that looked like MH370 could be identified. However in 2021 a member of the Independent Group (IG) believed it to be a Saudi 777 with registration HZ-AKF. (1) There is no official details to confirm that this flight took place. (2) Even if this was the aircraft seen at around 6:15 in the Maldives on 8/3/2014 the probability that would coincide with the very small window where MH370 could be at that location with very little fuel left and thus needed to be flying low for a subsequent ditching makes it not a viable option. Taking all the other issues in account gives a combined probability of around 1 in 1,000,000,000,000.
30	Actual-31	X905 - FLIGHT TO THE MALDIVES (Not yet included in the video)	A flight path was created for the Saudi 777 with registration HZ-AKF using the WSPR historical database. Note no ADSB data was available. So the flight path was just generated from the WSPR historical database. (a) The WSPR historical data is not sufficient to track aircraft flight paths then it is reasonable to assume the flight path was just made up. (b) In the report it mentioned local twin turboprop DH8C at 06:30 local time over Kuda Huvadhoo. The aircraft at that time was on the ground at Male. (c) In the report it mentioned the Saudi Arabian Airlines Boeing 777 private VIP flight was seen over Kuda Huvadhoo at 07:55 local time. The eye witnesses saw the aircraft close to 6:15 am. The reason they knew the time as the sighting was soon after their morning prayers. Therefore the Saudi 777 was seen one hour and forty minutes later. This does not tally with the eye witness reports.
31	Actual-32	X906 - MH371 ACARS	It appears likely that some of the ACARS data from the prior flight MH371 has been modified after the flight. The main reasons being: (1) Three very large drifts occurring with the aircraft's inertial navigation system. i.e. having excessive drifts within five minute time frames.

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			(2) The final reported position puts the aircraft in an unlikely position to land on either of the runways at Kuala Lumpur (32R or 32L) (3) The last aircraft recorded ground speed was 221 knots. This seems too fast for a stabilised approach. Also is faster than over comparable flights. (4) The maintenance form for MH371 has been photo shopped in the area where the takeoff and landing times are entered.

Note, Actual-26 and Actual-27 are just possible options (i.e. are not anomalies).