# DID MH370 END UP AT THE MALDIVES?

# QUESTIONS AND ANSWERS

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## Questions

As there is no "official" record of a plane flying over the island of Kudahuvadhoo at 6:15 a.m. on the morning of March 8, 2014, this supports your assertion that the plane must have been MH370 or

"another aircraft known to authorities..

Let's break it down. Your assertion that MH370 or another aircraft known to authorities flew over Kudahuvadhoo at 6:15 a.m. and crashed within 40 nm of the island to be viable, then, most or all of the following must also be true:

(1) INMARSAT data must have been tampered with to hide the fact that the plane was actually flown to the Maldives;

(2) All of the witnesses to the plane crash within 40 nm of Kudahuvadhoo must have been paid off to secure their silence;

(3) Debris from the plane crash right near the island must have been collected and corralled so that it could not wash ashore in the Maldives in fewer than 400 or so days;

(4) Air Traffic Control records must have been manipulated or redacted; and

(5) For the next several years a few Google Earth aerial photographs of the Maldives must have been manipulated and "redacted" to make sure the crashed plane could not be found by the users of Google Earth?

## INTRODUCTION

The assertion that MH370 or another aircraft known to authorities flew over Kudahuvadhoo at 6:15 a.m. and crashed within 40 nm of the island to be viable, then most or all of the following must also be true,

Just to make things clear we have no proof that MH370 could have crashed around the Maldives typically about 40NM from Kudahuvadhoo.

What we are trying to achieve is by looking at all the evidence that is in our possession is to ascertain whether the Maldives end point is a possibility or it can be effectively ruled out by HARD evidence.

Also whatever happened in the Maldives i.e. MH370 or another large twin turbofan engine passenger aircraft actually correlates with the official report.

There is nothing in the official report that explains:

(a) What aircraft was seen in the Maldives

(b) What was it doing there

(c) Who sent it

In our research so far we are satisfied from a practical point of view assuming the aircraft was not MH370 that it is unviable that it would coincide by mere chance with the Malaysian aircraft disappearance.

Please see Appendix A - Possible MH370 Flight to Maldives.

So that being so if it was not MH370 then it must have been ordered by the authorities.

As this goes against the official report then one can reasonably conclude that as it takes time to arrange a large passenger jet aircraft that looked similar to MH370 to fly all the way to the Maldives it must have been known after a few hours from when MH370 took off what was going on. This is contrary to the official report.

SO WHATEVER THE TRUTH OF WHAT HAPPENED IN THE

MALDIVES I.E. MH370 OR AN OTHER AIRCRAFT IT DOES

NOT SIT WELL WITH THE OFFICIAL REPORT.

## POINT 1 - Inmarsat Data

### Question/Statement

INMARSAT data must have been tampered with to hide the fact that the plane was actually flown to the Maldives.

### Answer

If the aircraft seen at the Maldives was not MH370 then that in itself without looking at other issues i.e. on a standalone basis does not indicate that the satellite data has been tampered with.

However, if the aircraft seen in the Maldives was MH370 then the satellite data must have been tampered with. Please see Appendix B - Satellite data for further details.

## POINT 2 - EYEWITNESSES IN THE MALDIVES

### Question/Statement

All of the witnesses to the plane crash within 40 nm of Kudahuvadhoo must have been paid off to secure their silence;

### Answer

If the aircraft seen was not MH370 then obviously this would not be applicable as the aircraft did not crash.

If however the aircraft seen was actually MH370 then it would be extremely likely that there would be some inhabitants especially around the islands of Buruni and Vilufushi, and any fisherman in that area and any local domestic aircraft e.g. sea planes that could have seen something.

This includes any possible clean up exercises that might last for a few months.

This is the major weak part of the theory that MH370 could have flown to the Maldives.

However although there are significant issues with this it is still possible for the authorities to prevent these people to speaking with the media etc.

However (this is just our opinion) in other aviation incidents like Flight TWA 800 where it seemed the accident resulted from an apparent a missile attack which was seen by multiple New York eyewitnesses it appears to be covered up as a fuel tank explosion caused by faulty wiring.

So assuming we are correct about this then it is possible for governments to keep the lid on such events.

Please see Appendix D - TWA 800

## POINT 3 - DEBRIS CLEAR UP

### Question/Statement

Debris from the plane crash right near the island must have been collected and corralled so that it could not wash ashore in the Maldives in fewer than 400 or so days;

### Answer

If the aircraft seen was not MH370 then there would be no wreckage.

If the aircraft was MH370 then please see answer to point 3 above.

Note, there was a few bits of what looked like aircraft debris found in the Maldives. However, officially it was said that they did not to come from a Boeing 777. If MH370 did in fact fly to the Maldives these statements could possibly be false.

However if there was a lot of wreckage on the surface it would need to have been collected and corralled.

Another possibility but again just speculation is the aircraft hit the water it only broke into a few pieces but still sufficiently violently to allow for no survivors and the aircraft parts found in Africa etc could have come from a scrapped Boeing 777. If so Boeing would have been required for reasons of national security to state they were from 9M-MRO.

## POINT 4 - AIR TRAFFIC CONTROL AUDIO RECORDINGS

### Question/Statement

Air Traffic Control records must have been manipulated or redacted

### Answer

The air traffic control audio recordings only went as far as the alleged waypoint IGARI. After that there was not official verbal contact with the aircraft.

That means that after that MH370 could have flown anywhere e.g. Southern Indian Ocean or Maldives etc.

So prima face there is no requirement to modify the Air Traffic control audio recordings for (a) MH370 to be seen flying over the Maldives (b) Another large passenger jet aircraft to be seen flying over the Maldives.

However, we believe that the air traffic control audio recordings have been manipulated even though it does not have a direct bearing on the subject under discussion (i.e. the Maldives situation).

Please See Appendix E - AIR TRAFFIC AUDIO RECORDINGS

## POINT 5 - Redaction of aerial photographs in the Maldives

### Question/Statement

For the next several years every Google Earth aerial photograph of the Maldives must have been manipulated and "redacted" to make sure the crashed plane could not be found by the users of Google Earth?

### Answer

It seems a little strange that over the approximately 167 islands of the Maldives there is just one very small area that has a way out of date aerial photographs and this happens to co-inside with where MH370 could have ended up at due to its fuel endurance.

Just to be clear of all the roughly 160 plus aerial photographs that cover the Maldives it would only be one or two that cover this area.

So all that would be required is when the aerial photos are updated from time to time over the few years after March 2014 to make sure the one or two of them that cover the applicable area are not updated into the database. So all the other approximately 160 photos would be handled as usual. So this is not a major undertaking.

Please see Appendix F - Missing Aerial Photos in the Maldives

## Appendix A - Possible MH370 Flight to Maldives

It is not viable to believe an aircraft looking like MH370 would be seen flying low over the Maldives at the same time MH370 disappeared.

For more information please see 30 minute mark in video https://youtu.be/svtcVkYpgZA for more details.

## Appendix B - Satellite data

It appears very likely that the Satellite log and ACARS logs have been modified. However there is no definite proof that so called the ping data has been manipulated to show the aircraft heading into the South Indian Ocean.

Please see video https://youtu.be/6NnVxYTjsx0 for more details.

## Appendix C - Flight Simulator data

It is virtually certain the captain's flight simulator data was created post the aircraft's disappearance.

Please see https://www.mh370whathappened.com/download-program.html for further details on the captains flight simulator data.

## Appendix D - TWA 800

It appears that the aircraft was most likely shot down by a missile. However the official report stated instead it was a fuel tank explosion due to faulty wiring.

**See https://www.mh370whathappened.com/uploads/1/1/4/6/1146986/twa_800.pdf** for further details on TWA 800.

## Appendix E - AIR TRAFFIC AUDIO RECORDINGS

It appears the Air Traffic audio recordings has been edited.

Please see https://youtu.be/YmRbgkYKrCc for further details.

## Appendix F - Missing Aerial Photos in the Maldives

It appears the only area in the Maldives which has a way out of date aerial photo is where MH370 would most likely have ended up if it did actually fly to the Maldives.

**https://www.mh370whathappened.com/uploads/1/1/4/6/1146986/possible_redacted_aerial_photos_maldives.pdf**