

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

MH370, 8/3/2014 , B777-200, KL TO BEGIN , T/O: 12.41 AM

Although I'm not ruling out the hypothesis of the perfect crime and the Malaysian aircraft MH370 ended up in one of the lakes or the abandoned runways that end at sea which scattered across the Philippine islands, this is because no single hijacker or rogue pilot could possibly fly a large wide body aircraft like a Boeing 777-200 for nine hours from takeoff to the seventh arc, preceded by several hours Since he woke up till the Pre-Flight Check, especially since the most of this flight was manual, without avionics instruments or navigational aids for the heading, while maintaining a precise straight route to the south. But in front of the Malaysian government constant insistence on resuming the search off the coast of Perth for the third time (Of course, that because the much qualitative information it has), it should at least do the right positive thing by taking into account the deviation of the plane's standby magnetic compass to estimate the intended search area first.

the following technical points are located on the both search axes mentioned above and in explain of them I tried to be fair enough between the logical analysis and the circumstantial evidences before the third search operation begins, which I think it will be the final one regardless of its results and after it I think this file will be closed forever. The success of this type of investigation is not limited to searching for the location of the wreckage, but also to studying how the plane moved to its final resting place in order to save time and money for everyone: -

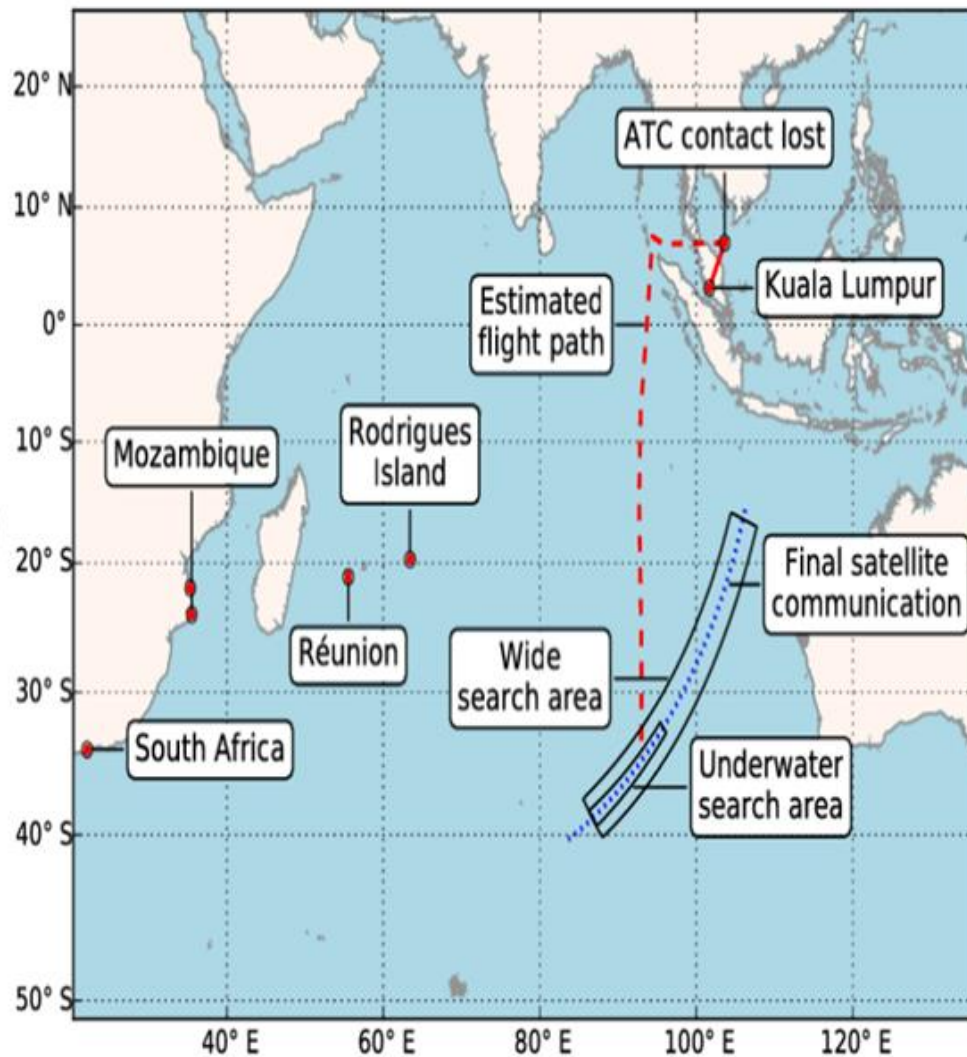
As resuming the search operations offshores Perth again after 2 attempts, at least the deviation between the magnetic north of the of the magnetic compass of the aircraft and the true north of the earth should be estimated first. that because the nature, complex and variable error in the magnetic compasses onboard the aircrafts, besides they are calibrated to the magnetic north only. So, the standby magnetic compass always needs correction and surely there was no one onboard the doomed plane dedicated himself to correct this deviation in the magnetic compass firsthand update to produce that accurate straight path as shown in the following photo or even care about doing that, and it is a full-time work.

Figure 1 - uploaded by [Eric Jansen](#)

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Estimated flight path of flight MH370 based on military radar and satellite data analysis. Also indicated are the search areas and the locations where washed-up debris was discovered.

For sure no one onboard the plane dedicated himself to produce that accurate straight path.

That deviation is increased with the bad weather, loading of the aircraft and how much tired of the pilot,... So, I expect it would be more than 10 degrees and that deviation value result of a continuous 7 flight hours starts from Malacca straight till the fallen point of the aircraft will take the aircraft close to the western Australian coast. This approach to the shallow water will minimize the costs and time of the search operations pretty much in contrary of the previous search in depth areas offshore of Perth such as of Broken Ridge area of 6000 m depth,

With no doubt, the standby compass deviation value in combined with the fuel consumption equations and the data of Inmarsat satellite handshakes will lead to more practical, limited and logic search area and will narrow the official search area to approximately 10% besides reduce the costs significantly.

And the good technical condition of the aircraft wreckage which might result from a ditching on relatively calm water, along with the ocean currents in the Indian Ocean basin off the west coast of Australia, and considering the deviation value of the aircraft's magnetic compass, all of that make the presence of the aircraft around these corridors and water strips highly probable. And that is not a guesswork but it is an engineering inevitability if we follow the aviation fundamentals. The relying solely on the signals of the Inmarsat satellite left the investigators confused for a decade.



The presence of the aircraft around these water strips is highly probable.

The wreckage parts which were found in Reunion Island and eastern coast of Africa, have no signs of damage which indicate the crashing of the fuselage with the turbulent surface of the ocean water and the subsequent explosion of the aircraft due to saturating its tanks with fuel vapor. We cannot find on these pieces the damages of dents, sooty appearance or dark discoloration due to the explosion of the tanks. that suggested a smooth ditching in a relatively shallow and calm water surface.

Such parts could not have fallen from a height of thousands of feet or violently collided with the surface of the raging ocean waters.



No damage of dents, sooty appearance or discoloration

All of that if we assume the first search axis or the scenario of the aircraft completed its path to the south relying just on the aircraft's standby magnetic compass for heading deliberately without any navigation aids to escape from satellites toward its final resting place, and without using the autopilot because this route is not a pre-defined flight path on the device's computer.

The autopilot computer program (or even the Flight Management System, FMS) does not respond to a just type “south middle of Indian ocean” to change the aircraft direction and takes another different route. and even enter the coordinates of just a point over the ocean needs connection with satellites. That suggested the aircraft was pilot-controlled and manually operated.

And the standby magnetic compass is his preferred, optimal, and final choice over any other gyroscopic or inertia means of determining direction, such as IRS and VOR devices, which need air traffic signals from Radio Navigation Systems of Ground Beacons which may be unavailable over this remote area from the Indian ocean, and the hijacker did not fly on a chart of scheduled or planned flight of the Flight Management System FMS, and he was not in a comfortable position to create a new map on that system for his route which was not defined by a precise destination point and the ocean is unlimited.

And about the second search axis or the scenario of heading the aircraft toward Philippines archipelago, What supports this axis, the news reports concerning the origin of the wreckage reveal some confusion, hesitation, and inconclusiveness where the eastern coast region of Africa witnessed a crash of an Ethiopian Airlines Boeing 767-200 in November 1996, which went down after an emergency ditching in the Indian Ocean near the Comoros Islands. The aircraft did not catch fire or explode due to the fuel exhaustion, and It is an aircraft very similar to the Malaysian aircraft. as well as, a Yemeni Airbus A310 crashed off the coast of the Comoros Islands in 2009. The waves have washed debris from both aircraft onto the African coast ever since.

The common factor between the two axes is that research in both requires traditional detection technology available to most countries, such as the sonar instruments, in addition to the visual observation by the fishermen and the local residents.

for further information, please let me know.

Best Regards

Chief Engineer/ Ismail Hammad

EGYPTAIR MAINTENANCE AND ENGINEERING CO.

WhatsApp: 002 0100 60 18 732