

**INDEPENDENT EVIDENCE #1:-**  
**“AIRCRAFT-SHAPED” OBJECT LAYING IN MALDIVES WATERS & ITS**  
**GEOGRAPHICAL LOCATION (Found 8th April 2015)**

IMAGES ARE BEST VIEWED IN LOW AMBIENT LIGHT (A DARK ROOM/ LIGHTS OFF)



Figure 1a: Aircraft-Shaped object submerged in Maldives waters

Analysis as to why I believe this object may be the missing MH370 aircraft:-

- a. The shape of this object *looks* like the typical symmetrical shape of an aircraft, - with a central long fuselage and single engine/wing appendages on either side. In fact, the centre of the object figure above appears to resemble the distinct central under-body bulge typical of a Boeing 777 fuselage where the wing assemblies join onto the fuselage body. (One of the appendages in the above diagram appears to be broken from the rest of the object – the nose or wing depending on the apparent orientation of the Object) (See also attachment [IE1\\_ExecSum\\_ObjectSize&Orientation](#))
- b. The size of the object (as scaled from satellite map images) measures approximately 60m x 60m, which is consistent with the size of a Boeing 777-200ER (Same aircraft type as was MH370). (Refer attachment [IE1\\_ExecSum\\_ObjectSize&Orientation](#))
- c. The geographical coordinates of this “Aircraft-Shaped” object is in a very remote location in the vicinity of the Maldives and obscured from any nearby inhabited land mass. It would not be found unless that area was specifically targeted for a search. The object location is well within the range of MH370’s capability and is also located consistently with the last reported sightings of a “low flying jumbo jet” reportedly seen over the Island of Kudahuvadho, Maldives on the morning of 8<sup>th</sup> March 2014. Note: The Maldivian witnesses described the aircraft markings as matching that of Malaysia Airlines aircraft – white with red and blue stripes. (See also Independent Evidence #3)
- d. The “Aircraft-Shaped” object itself appears to be remarkably ‘intact’ – almost still whole! -Suggesting that if indeed it proves to be the missing MH370 aircraft, it was most likely flown under manual control all the way till the end and entered the waters gracefully on its “belly” at a low speed and a shallow angle of entry – Almost as if under a ‘controlled landing’ attempt, but on water. This would certainly support the explanation as to why

virtually no MH370 debris has been found to date – most things are probably still inside (or attached to) the aircraft fuselage.

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Figure 1b: Aircraft-Shaped object submerged on Ocean Floor (Orientation View)

- e. The last satellite handshake communication attempt at (01:15UTC) correlates with the timing of the last observed visual sightings of a large aircraft over Kudahuvadhoo, Maldives. Maldives sightings were reported to have occurred around 6:15am Maldives local time on 8th March 2014 which corresponds to 01:15UTC. Note that because the Satellite Handshake interval resolution is one hour at best, it is technically possible that MH370 was *actually* still airborne at the time of the last 01:15UTC handshake attempt, but perhaps was unable to respond to the handshake due to lack of (or insufficient) power to the aircraft's satellite terminal. I.e. MH370 may have *just* reached the point of exhausting its fuel and may have had little or no engine power available at the time of this 01:15UTC satellite handshake attempt? The aircraft may have been gliding on its final downward descent, possibly powered only by the Auxiliary Power Unit (APU) which is fitted to all Boeing 777-200ERs. Another possibility is that MH370 was flying so low to the ground (*confirmed by the eye-witness sightings*) that the Satellite Communications antenna on top of the aircraft could have been out of line of site to the satellite.  
**Question?:- Does the APU provide power to the aircraft satellite terminal?** If Not, then the aircraft could have been airborne and operating on APU, but would not have been able to respond to the last satellite handshake attempt, due to there being no power supply to the aircraft satellite terminal.