

## **INDEPENDENT EVIDENCE #2:-**

### ***ACOUSTIC EVENT (Detected 8TH MARCH 2014, in Indian Ocean) - CORRELATES WITH LOCATION OF "AIRCRAFT-SHAPED" OBJECT AND TIMING OF MH370 EVENTS***

This is very significant independent evidence that supports MH370 likely ended its journey in the vicinity of the Maldives and that this "Aircraft-Shaped" object could very well be the MH370 aircraft. – (Data recorders in the Indian Ocean capture an underwater signal consistent with a large aircraft impacting the ocean)

Curtin University (in Western Australia) analysed an acoustic event that was recorded on the morning of 8<sup>th</sup> March 2014 by separate hydrophone systems deployed in the Indian Ocean (HA01, RCS and SR1). The characteristics of the acoustic signal recorded were described as being "consistent with what would be seen if a large aircraft impacted the ocean". **The Curtin University reports calculated a location for the source of the acoustic event as originating from the North-West Indian Ocean at a point near the Maldives, and confirmed the time at which the acoustic event occurred, was just after 01:30UTC (6:30am local Maldives time.)**

**The Curtin University report (Ref#:7) also stated: "if the Satellite handshake calculations were ever brought into question, the very first place to search for MH370 is in the vicinity of the Maldives".** (This was also re-iterated in the ATSB report Ref#8)

After reviewing the technical content of the Curtin University reports, and considering all the correlating evidence I have analysed, I certainly believe the acoustic signal recorded by the hydrophones on the 8<sup>th</sup> March 2014 was indeed caused by "a large aircraft impacting the Indian Ocean" and coming to rest on the ocean floor in the vicinity of the Maldives. The following correlations support this:-

- a) **The location of the Acoustic Event source correlates incredibly with the geographical location of the "Aircraft-Shaped" Object I have found.** (See Figures 2a & 2b below)
- b) **According to the Curtin University reports, the *timing* of this acoustic event occurred just after 01:30UTC (6:30am Maldives time) on the morning of 8th March 2014. This timing correlates with the Maldives sightings of a large aircraft at 6:15am local time (just 15 minutes *prior* to the acoustic event occurrence.) Analysis and diagrams contained in my papers of References 2 & 3 support this timing correlation.**

I have detailed Lat/Long analysis in my paper at Reference#:5, showing this "Aircraft-Shaped" object could have been the source responsible for causing the Acoustic Event that was recorded because it is very close to the location of the Acoustic Source impact point as determined by the Curtin University analysis. This is further supported by the timing of the acoustic event and also the characteristics of the recorded signal (being "*consistent with a large aircraft impacting the ocean*"). **If one believes the Maldives sightings were of MH370 (as I do), then considering the Curtin University analysis and correlations, and given where the "Aircraft-Shaped" object is located in relation to the Maldives sightings, it is possible that this "Aircraft-Shaped" object is in fact the missing MH370 aircraft and a possible water landing was attempted at approximately 01:30UTC (6:30am Maldives time) on the 8<sup>th</sup> March 2014 at this location in the vicinity of the Maldives.**

In Figures 2a and 2b below, the **Red Dot** shows the approximate area where the “Aircraft-Shaped” Object lays. **I have the precise Latitude & Longitude coordinates of the object location and can provide it shown on a higher resolution map diagram.** The diagrams below show (without question) the close correlation between the “Aircraft-Shaped” object location and the Acoustic Event source location as calculated by the Curtin University analysis.

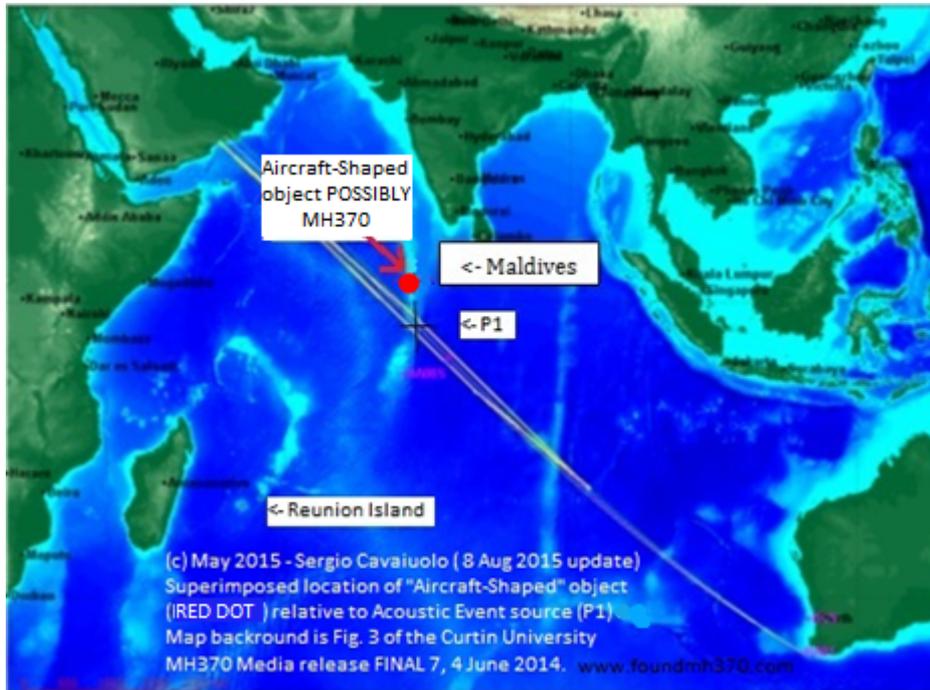


Figure 2a: “Aircraft-Shaped” object (*Red Dot*) location correlates with the impact point (P1) of the acoustic event source determined using data received at RCS & HA01 hydrophone systems.

Source: Basemap is from Curtin University June 2014 Report (Reference #7, Fig.3) &/or the ATSB Report (Reference #8, Fig35), with my information superimposed over the top.

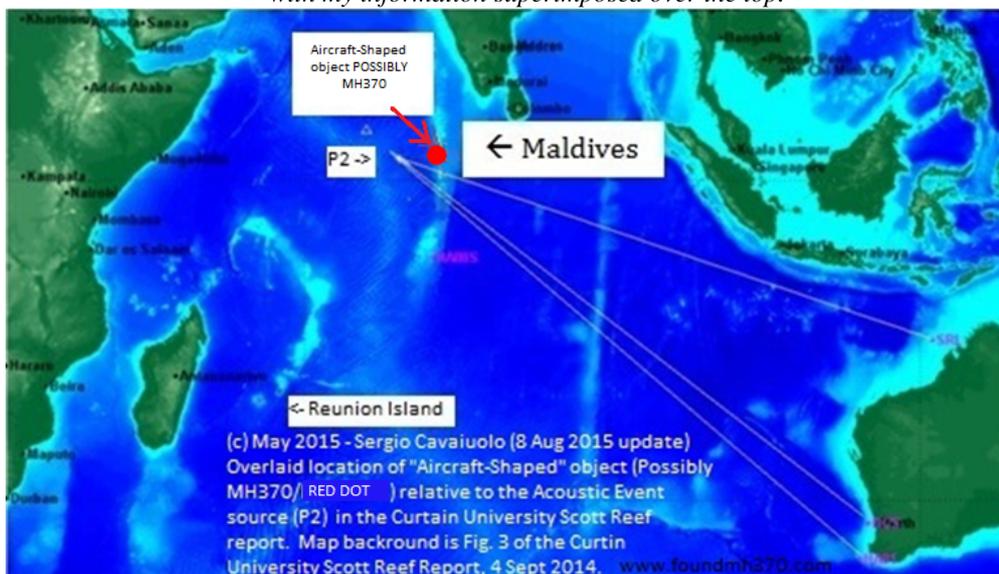


Figure 2b: “Aircraft-Shaped” object (*Red Dot*) location correlates with the impact point (P2) of the acoustic event source location determined using data received at RCS, HA01 & SR1 hydrophone systems.

Source: Basemap is from Curtin University Sept 2014 Report (Reference #6, Fig.3), with my information superimposed over the top.

Some further points regarding pedigree of and correlation to Curtin University analysis:-

- I. The hydrophone system at Cape Leeuwin station (HA01) provides accurate bearing information and showed that the ‘point of impact’ of the source that generated the acoustic event, originated from the North-West of the Indian Ocean (Refer to the yellow bearing ellipse from HA01, in Figure 2a above). The projected impact point is consistent with the location of the “Aircraft-Shaped” object I have located.
- II. The location of the “Aircraft-Shaped” object is located in proximity to a Deep Sea Channel Duct and therefore supports the Curtin University analysis relating to how such a duct is able to facilitate an acoustic signal travelling thousands of kilometres across the Indian Ocean.
- III. I have had some correspondence with Dr Duncan of Curtin University to clarify aspects of the report and the Area Of Uncertainty around the estimated location of the acoustic event source.