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BOEING 777 FLAPERON FOUND ON REUNION ISLAND (29 JULY 2015), COULD HAVE ORIGINATED FROM THE LOCATION OF THE “AIRCRAFT-SHAPED” OBJECT (MH370?)

It has been confirmed that a Flaperon found on Reunion Island (on 29th July 2015) is a component that belongs to a wing assembly of a Boeing 777 aircraft. The Malaysian Authorities have further announced this debris was indeed from the MH370 aircraft. Figure 3a below shows a photo of the Flaperon that was found on Reunion Island, and identifies where it is located on the right wing assembly of a Boeing 777 aircraft.



Figure 3a: Flaperon found on Reunion Island and its assembly location on a Boeing 777

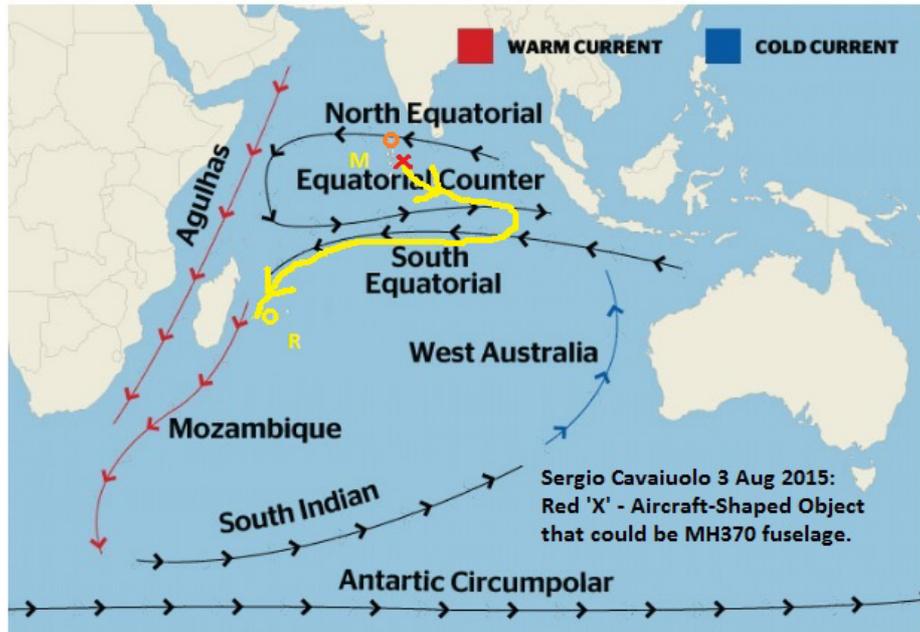
The Flaperon could have originally been attached to (or lying next to) the “Aircraft-Shaped” object (I believe may be MH370) in Maldives waters for a period of time since the 8th March 2014, before becoming detached and/or setting adrift along ocean currents where it eventually reached Reunion Island.

Figure 3b below, shows the direction of flow of the ocean currents around the Indian Ocean. (Source: University of Western Australia (UWA) data, published in document Ref#:10). On the figure, I have overlaid a yellow path showing the possibility that the Flaperon could have travelled along ocean currents from the location of the “Aircraft-Shaped” object (red cross ‘X’ near the Maldives), down to Reunion Island (yellow circle ‘O’). Note that the Point-To-Point distance between Maldives and Reunion Island is only about 3,200km away – thereby providing a much shorter path along ocean currents for the Flaperon to reach Reunion Island compared to if it had travelled from the Southern Indian Ocean (SIO) search region. For completeness, I have also added an orange circle ‘O’ to Figure 3b showing the approximate

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location of where a suspected aircraft Fire bottle washed up on the Northern Maldives Island, some 3 weeks after the 8th March 2014 MH370 disappearance – Quite plausible that the Fire Bottle could have travelled from the “Aircraft-Shaped” object location (Red X) in just 3 weeks. (See ‘Aircraft Fire Bottle Analysis’)

"That allowed us to predict where debris might make landfall."



Ocean currents in the search area
 Source: Main graphic background
 from UWA article 31 July 2015.

Orange Circle - Aircraft Fire
 bottle found on Maldives
 Northern Island of Baarah, on
 the 25 March 2014 (17 days after
 MH370 disappeared.)

M - Maldives Islands R - Reunion Island

Yellow Arrowed Path - Shows a possible path of travel
 for the Flaperon from the "Aircraft-Shaped" object
 (approximate location) to St-Denis Reunion Island,
 along the ocean current flows as explained by UWA.
 Flaperon found on Reunion Island 29 July 2015.

Figure 3b: Possible path of Flaperon from Maldives to Reunion Island

Flaperon Trailing Edge Damage:- The Flaperon has damage to the trailing edge (*the side that is not visible in the Figure 3a photo*) that could possibly have been caused by the frictional force of the ocean surface against the Flaperon, as the aircraft ‘touched-down’ and skimmed along the surface of the ocean (Imagine the momentum of a Boeing 777 coming in at hundreds of km’s per hour attempting a water landing – large forces in play that could easily rip away parts of the trailing edge of a Flaperon.)

Investigate the Barnacle origins: The Barnacles/Shells attached to the Flaperon indicates the piece has been in water for a long time. It would be a good exercise to verify if any of the barnacles/shells/organic growth on the Flaperon can be found in the Maldives, as this would further support the possibility that it may have originated from this “Aircraft-Shaped” object which is laying in proximity to the reef systems of the Maldives Islands.