

# The Missing Malaysian Airlines Flight MH-370

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**ABSTRACT:** The disappearance of Malaysia Airlines' flight MH370 has emerged as a highly discussed and debated crisis in recent times, drawing significant attention to the organization on both a business level and as an extension of the Malaysian government. By integrating the concepts of the mediating media model as presented by Pang (2010) and the information processing and knowledge management framework outlined by Coombs (2012), this research aims to assess the air carrier's interaction with the media and its strategies for online communication during the critical initial two weeks of the crisis. To accomplish this, data were gathered from Malaysia Airlines' conventional and contemporary media-based public relations practices. These data were then subjected to analysis employing a qualitative case study methodology following the approach outlined by Yin (2009). The focal point of this study is to demonstrate that the adverse portrayal of Malaysia Airlines by its media stakeholders underwent a complex interplay of factors, both controlled and uncontrolled, that characterized the crisis. These factors encompassed issues ranging from a lack of information to the delicate nature of the organization's relationship with the press. In essence, this study seeks to shed light on how Malaysia Airlines managed its communication strategies in response to the MH370 crisis during its critical early stages. It contends that the challenges the airline faced were not only tied to the nature of the crisis but also influenced by the intricate dynamics between the organization and the media, including elements it could manage and those that were beyond its control.

**Keywords:** Flight MH370, Malaysian Airlines, Missing Flight MH370

## Introduction

The final voice contact with the captain was "Good night Malaysian 370" after Malaysian Air Traffic Control instructed the flight to contact ATC in Vietnam as the flight was in Vietnam Air Space. At 1.19 am the Aircraft flew over the South China Sea between Malaysia and Vietnam. After 2 minutes since the final voice contact, the position symbol of the flight disappeared from KLCC radar. The Transponder no longer responded or was turned off.

At 2.15 am while the flight was in Cambodia Air Space, the Malaysian Airlines Operation Centre informed KLCC that strange signals, WEIRD, were detected from the flight. At 2.25 am. the Satellite Data Unit was re - established after the contact lost between 1.07 and 2.03 am (THE MISSING 73 MINUTES UNDER DISCUSSION).

AT 2.03 am, after a period of missing 73 minutes, the Malaysian Airlines Dispatch Centre sent a message to the cockpit, instructing pilots to contact the flight. There was no response. Another aircraft that attempted contact with the flight, reported it received a MUMBLING AND RADIO - STATIC REPLY from the flight. At 2.15 am. MACC INFORMED KLCC IT RECEIVED STRANGE, WEIRD SIGNALS FROM THE FLIGHT.

As my theory crystallized, I had to make a study of Astrophysics as a layperson. I did this in a comprehensive way to gain insight and knowledge in the realm of Space-Time, etc which I next describe.

I hold an award in breakthrough research in Social Science. I spent many hours in research in the Astrophysics field as a layperson on this subject. I believe I have done meaningful breakthrough research to find evidence of what happened to the missing plane in 2014.

My interest is based on compassion for families who could not grieve over lost loved ones as no evidence was found as to what happened to the missing plane. It is labeled as the greatest mystery in Aviation.

I watch with great interest over years of all efforts. At the outset of investigations, it was reported there were 73 minutes not accounted for by the Satellite Data Unit. That triggered off my research. It never became an issue in investigations.

I was able to find a lot of information on YouTube. I now revert to my theory based on Astrophysics. There is curved space-time. Under the influence of a strong gravitational field, time slows down. It has been proved that time in space is different to time on earth. Therefore, the element of aging is different. It has to do with the speed of light.

The conclusion was released by leading Air crash Investigator, namely, there was an electrical fall-out of the paralyzed systems. Referring again to Space Time that gets bent, called TIME DILATION, is all important in my search project. I refer to the video on YouTube "The Science of Extreme Time Dilation in Interstellar."

My research started quite a while ago before first ever photo of a Black Hole released four years ago. My theory is the plane fell into a Black Hole. CNN has rejected the possibility. However, just recently it was announced by scientists that Black Holes were found in the Atlantic Ocean.

Trevor Paglen has recently taken up Frock's project, but he adds a crucial caveat: the operational image should not be thought of as something visual or related to optics in any way. Paglen points out that machines rarely use what he calls 'meat-eye' vision. If they do use it, it's primarily to ensure that they're functioning correctly. In such cases, a human overseer might review an automated process (2014). In this context, a satellite photograph isn't truly an operational image; it's a translation of something that happened before it was rendered visually. While it might seem unfamiliar to human observers, the operational image actually exists as waveforms of photons and electrons, and the electrical surges across capacitors. Letting go of comparisons with human vision is essential for grasping operational images – a term that might be uncomfortable but encapsulates the idea of sensing rather than seeing.

A satellite signal, however it like the ones used to track MH370's final movements – constitutes a genuine operational image. It's non-visual, self-governing, and leads to tangible changes. Furthermore, these signals signify an expansion of sensory practices into the realm of non-mechanical, inanimate objects. Operational images don't act upon the material world from an external standpoint.

Although satellite signals might seem ephemeral due to their rapidity and fleeting nature, they are inherently material processes – the movement of photons between aircraft and satellite, followed by the conversion of photons into electrons for computation on the ground. The distinctive nature of operational images lies in their lack of representation; a satellite handshake, for instance, doesn't portray anything beyond the mechanics and occurrence of the signal itself. There's no need for it to do so, as it lacks an intended viewer.

At the core of quantum waveforms lies a dissolution of the boundary between representation and reality. Operational images reveal operations themselves instead of representing them abstractly. This leads to the emergence of a permeable boundary through which image-osmosis continually transpires. If we acknowledge this porous border between representation and the represented, it seems reasonable to extend this phenomenon beyond the realm of machines, opening up the possibility of a wide range of sensory practices across various materials.



*Figure 1: Oil slick spotted by Vietnamese air force on 8th March 2014, 2014. Photograph. © Reuters.*

The Black Hole has an Event Horizon that has an extreme gravitational field. It prevents anything to be swallowed and destroyed. It forms a bridge to a Wormhole.

A Black Hole is the key to another universe. As it swallows stars, it creates new universes. A spinning Wormhole is the vehicle to transport to another universe. A Time Machine travel back in time is only vehicle that could retrieve lost objects.

Science is still developing ways and means to have such a Time Machine, now being built which will be the greatest historic breakthrough in the area of Space Travel to a Black Hole. It is believed that CERN has a breakthrough in this field.

Only recently it was proved that a Black Hole ejects material, years after shredding the Star. See video on YouTube. This was formerly rejected that anything swallowed by a Black Hole stayed intact.

It is believed there are other universes in our Multiverse, related to our universe. It was announced that CERN in July last year, opened a Portal to another Universe. See videos on YouTube, i. e. "World Smartest Kid Just revealed CERN just opened a Portal to Another Dimension."

Also a video available: "Wormhole in the LAB. How Physicists Created a Holographic Wormhole in a Quantum Computer" - video on YouTube.

New breakthrough Science has found millions of unseen Black Holes in our Galaxies, different shapes and sizes. New technology set to be developed in a few years' time, to detect Black Holes by way of radio. During the extensive search efforts for the missing Malaysian Airlines Flight 370 (MH370), Fugro undertook a significant endeavor by acquiring an extensive range of high-resolution bathymetric data in the southern Indian Ocean. The integration of recently released data from multibeam echosounder (MBES) backscatter, bathymetry, water column, and sub-bottom profiler (SBP) sources has provided a deeper understanding of the characteristics of the Indian Ocean's seafloor and the intricate geological and oceanographic processes that have influenced its formation.

From June 2014 to February 2017, the vessels M/V Fugro Equator and M/V Fugro Supporter, along with other vessels to a lesser extent, diligently gathered MBES and sub-bottom data across a vast expanse of 710,000 square kilometers within the search area and along transit routes. This comprehensive data collection employed Kongsberg EM122 MBES systems. Processing of backscatter data was executed using Fledermaus GeoCoder, while ArcGIS was employed to create cohesive mosaics of all survey lines. The interpretation of SBP data was facilitated by Kingdom SMT. For the assessment of water column data, Fledermaus Midwater was utilized. The culmination of these efforts was the creation of a detailed 3D representation of the dataset through the application of Fledermaus software.

This presentation aims to shine a spotlight on various significant regional seafloor features and, through the integration of MBES backscatter and water column data with bathymetric analyses, to illustrate the valuable insights that have been obtained. Noteworthy examples include the complex sediment reworking downslope to the north of the southern flank of Broken Ridge, which exhibits intricate patterns of low backscatter intensities. Amid the surrounding sediments with low backscatter, exposed rocks form distinct high backscatter reflectors. Additionally, the expansive presence of exposed igneous rocks resulting from seafloor spreading is illuminated by high backscatter intensity reflectors south of the Diamantina region. High backscatter anomalies within the tectonic spreading framework are indicative of volcanic features such as off-axis volcanoes and leaky transforms, situated to the north of the Geelvinck fracture zone toward the dataset's southern extent.

These exemplars underscore the significance of integrating the entirety of data collected from MBES and SBP systems. Such comprehensive integration offers more nuanced interpretations of the geological processes that have contributed to the formation of the seafloor, surpassing what can be gleaned from the analysis of bathymetry alone. The new multibeam echo sounder data, integrated with preexisting seismic reflection and drilling data, illuminate exposed igneous basement rock, prerift sedimentary sections, and overlying sediment that accumulated on the ocean floor during (hemipelagic sediment) and after (pelagic sediment) rifting. The morphology and seismic stratigraphy of the Diamantina Escarpment indicate that the mode of rifting resembled an orthogonal rift model, in which faults develop parallel to the axis of spreading. Between the faults, a series of elongated blocks of crustal material, grabens, steps down into a deep trough and abuts the spreading ridge volcanics (Hossen & Rezvi, 2021).

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was managed by the Australian Transport Safety Bureau and the Joint Agency Coordination Centre for the Malaysian government.



*Figure 2: Recovered Wing Fragment Belongs to MH370 - The Atlantic*

Lastly, may I refer to two videos on YouTube, in Unexplained Science Incidents, a picture shown of a missing plane found in the desert, that crashed decades ago with no inmates, but strange symbols on the metal of the plane engraved with a strange language. And finally, all the theories on the plane appeared again after 37 years with the proof of the calendar of 1955!

Recently it was revealed that the exact spot where the plane disappeared, was found. It is therefore possible to locate a Black Hole with the new technology of radio - waves.

### **Conclusion**

When I concluded the missing plane fell into Black Hole, I realized I needed to do research on that. As the implication is there is a possibility that the plane wasn't swallowed but could be transported on the Event Horizon through a Wormhole leading to another universe, I realized I needed to do research in Astrophysics. It was a totally new field to me. I started more than four years ago, before the first photo ever of a Black Hole. Science was still developing, so I had to keep abreast with new breakthrough scientific knowledge. All the time I was studying articles and news clippings on the advancing science. It was as if I had to wait for the next development to find evidence for my theory. I was able to find information on the Internet and watched numerous videos.

### **Conflicts of Interest**

There are no conflicts to declare.

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