



Press Release

April 29, 2014

GeoResonance Pty Ltd ("GeoResonance"), a South Australian company and its team of scientists have invested considerable resources into the search for Malaysian Airlines flight MH370. The only motivation is to help the families of the missing passengers and crew, knowing the company has the technology capable of the task.

GeoResonance has discovered what they believe to be the wreckage of a commercial airliner. The wreckage is located approximately 190km south of Bangladesh in the Bay of Bengal. The wreckage is sitting on the seabed approximately 1000m to 1100m from the surface. The company is not declaring this is MH370, however it should be investigated.

The search was completed using proven technology. In the past, it had been successfully applied to locate submersed structures, ships, munitions and aircraft. In some instances objects that were buried under layers of silt could not be identified by other means. At present the technology is being used with great success in the mining exploration industry.

In order to identify and locate subsurface substances, GeoResonance Remote Sensing analyses super-weak electromagnetic fields captured by airborne multispectral images. During the search for MH370, GeoResonance searched for chemical elements that make up a Boeing 777: aluminium, titanium, copper, steel alloys, jet fuel residue, and several other substances. The aim was to find a location where all those elements were present.

GeoResonance commenced the search before the official Search and Rescue operation moved to the Southern Indian Ocean. The multi-discipline team of 23 researchers, including 5 professors and 12 PhDs got involved in the project. The search used the imagery taken on March 10, 2014, and was conducted consecutively in 4 zones north and northwest of Malaysia, until all targeted elements produced an anomaly in one place in the Bay of Bengal.

GeoResonance completed analysis of multispectral imagery of the location taken on March 5, 2014. It established that the anomaly had appeared between the 5th and 10th of March 2014.

The approximate location was passed onto Malaysian Airlines and the Malaysian and Chinese Embassies in Canberra, Australia, on March 31, 2014. It was well before the black box batteries had expired. These details were also passed onto the Australian authorities (JACC) in Perth on April 4, 2014. A more detailed study was completed in early April. The final 23 page report including the precise location of the wreckage was passed onto Malaysian Airlines, Malaysian High Commission in Canberra, Chinese Embassy in Canberra, and the Australian authorities (JACC) on April 15, 2014.

The Company and its Directors are surprised by the lack of response from the various authorities. This may be due to a lack of understanding of the Company's technological capabilities, or the JACC is extremely busy, or the belief that the current search in the Southern Indian Ocean is the only plausible location of the wreckage.

The people involved in the Channel 7 Adelaide News interview were Mr Pavel Kursa, GeoResonance CEO, Mr David Pope GeoResonance Director and CEO of Tellus Resources Mr Carl Dorsch. Mr Dorsch was involved as a client reference for the technology. The company Directors are not seeking publicity, they only want to bring the results to the attention of the authorities. The Directors feel a moral obligation to help bring closure for the families of the 239 passengers and crew of flight MH370 by releasing the findings, so the authorities can investigate.

GeoResonance Directors