



## Press Release

March 7, 2015

The 8th of March 2015 marks the one-year anniversary of the largest aviation mystery the world has experienced. The disappearance of MH370 has been most tragic, and the heartache of the families involved cannot be overstated. The GeoResonance team gives all relatives and friends of those lost our very best wishes.

Leading to the anniversary, two TV networks and three newspapers have requested interviews with the directors of GeoResonance. The GeoResonance team has declined, as we feel that our participation in media events will not affect the course of the current search for MH370. Instead, the GeoResonance team have agreed to put together a press release, to share our opinions on the matter.

### DECISIONS THAT MAKE US HUMANS

We invite everyone to answer the following question:

**What would you do if you had a proven technology that had registered the signature of a submerged aircraft after the disappearance of MH370, with less than 20 days remaining until the black box shuts down? And what if your discovery contradicted the official opinion?**

Would you choose to ignore your discovery, trying to avoid unwanted attention of media trolls? Or would you try to contact authorities as soon as possible, while the black box signal was still alive?

For us, the GeoResonance team, the answer was clear. We contacted authorities not once but twice, and, after being continually ignored by the Joint Agency Coordination Centre (JACC) and the Australian Transport Safety Bureau (ATSB), we resorted to desperate measures – we went public.

A year later, the GeoResonance team firmly believes our decisions were highly moral and ethical. We feel proud of our actions.

### BAY OF BENGAL

GeoResonance stands by its claim that our team of physicists in Europe has located what appears to be the wreckage of a modern aircraft in the Bay of Bengal. The wreckage was located approximately 190 km south of Bangladesh coastline, and was sitting on the seabed approximately 1000m to 1100m from the surface.

GeoResonance Remote Sensing is a unique frontier geophysical technology that identifies subsurface substances by detecting their characteristic electromagnetic fields. It combines quantum physics, mathematics, chemistry and technical know-how, to extract targeted electromagnetic signatures from airborne multispectral imagery.

GeoResonance self-funded all phases of the search. GeoResonance Remote Sensing targeted characteristic substances used in the manufacture of a modern aircraft. The waters of the Bay of Bengal, the Andaman Sea, the Malacca Strait, the Gulf of Thailand, and the South China Sea were searched. To determine the age of registered anomalies, we studied airborne imagery taken on March 5 and March 10, 2014. GeoResonance came to the conclusion the source of anomalous signals had appeared in the Bay of Bengal between the 5th and 10th of March 2014.

On the 31st of March 2014, GeoResonance supplied a comprehensive report with exact coordinates of the identified anomaly to the JACC, Malaysian Airlines, Malaysian High Commission in Canberra, and Chinese Embassy in Canberra. The black box still had weeks of battery life at that stage. The location was never checked for black box pings, even though it could have been done very fast and cheaply.

Air Chief Marshall Angus Houston was leading the JACC, which was in charge of the search for MH370. We believe that Angus Houston and the JACC had a duty of care to have a JACC technical staff member meet with the GeoResonance team leaders for a technical presentation, which was offered repeatedly, but met with continual silence. Ultimate responsibility for the numerous poor decisions made, costing valuable time and funds rests with the head of the search, Angus Houston.

#### FACTOLOGY

1. During the first four days after MH370 disappeared, the Malaysian Government had been withholding radar data from the search allies. The data showed MH370 returning to Malaysia then heading northwest past Penang. Invaluable time and effort was wasted when the international search team concentrated in the South China Sea and Gulf of Thailand.
2. The search moved to the Southern Indian Ocean based on false sightings of wreckage, then on Inmarsat data. The Inmarsat communication link is designed to monitor the operation of Rolls-Royce engines, not to track the position of an aircraft. Inmarsat senior vice-president Chris McLaughlin admitted the Inmarsat data was only a "shot in the dark". <sup>[1]</sup>
3. The head of the world's largest international airline, Emirates Airline, Sir Tim Clark, openly declared the Inmarsat data was flawed, hence the search location was incorrect. He also stated the search authorities had withheld important information hampering the search. <sup>[2]</sup>
4. All "black box pings" detected by Chinese and Australian vessels in the Southern Indian Ocean in March/April 2014 were mostly tracking beacons attached to sharks, whales and other marine animals. Some "pings" were generated by the search vessels themselves. <sup>[3]</sup>

Valuable time and funds were wasted during this period, when none of the pings matched the specification frequency of a black box ping. International scientific community questioned the nature of the recorded signals long before Angus Houston, Martin Dolan and ATSB admitted the "pings" were not from MH370. <sup>[4]</sup>
5. An international group of researchers, coordinated by a prominent physicist Duncan Steel, discovered that MH370 was flying at approximately 160 mph, as the aircraft was heading northwest from Penang. <sup>[5]</sup> That discovery was independently confirmed by Malaysian satellite scientists, who also calculated MH370 was travelling at low altitude. Flying at low speeds and relatively low altitude substantially increases drag on an aircraft. This would likely prevent MH370 from travelling as far Inmarsat projection suggests.
6. Channel 7, Adelaide, Australia invited two satellite scientists, both professors at a Malaysian University, to go on television in Australia to speak about their findings, which seriously questioned the Inmarsat data when it was first being used to direct the search. Both professors agreed to the interview. However, when the University asked the Malaysian Government for permission, the permission was denied.
7. The Malaysian Government and Malaysian Airlines have refused to release the full cargo manifest from missing Flight MH370.
8. The Australian over the horizon radar, Jindalee Operational Radar Network (JORN) monitors air and sea movements north and northwest of Australia within 3,000 km. <sup>[6]</sup> JORN covers the flight path and potential crash site Inmarsat has suggested. The JACC and ATSB admitted publicly that JORN did not see MH370. <sup>[7]</sup>
9. An honest account of a female sailor Kate Tee was dismissed by Malaysian and Australian authorities when she eventually arrived on land, months after the plane went missing. Mrs Tee said she saw a large commercial aircraft flying relatively low near the Andaman Islands, glowing like it was on fire. The time and date was logged on her GPS. <sup>[8]</sup>
10. Australian taxpayers bear the cost burden of the search for Malaysia Airlines flight MH370. Australian Government has set aside almost \$90 million for the search. However, the real cost to date is unknown. <sup>[9]</sup>
11. In June 2014, Air Chief Marshall Angus Houston stated "the search could take more than two years." <sup>[10]</sup>

12. Five teams of experts searching for MH370 have disagreements about the search zone. Internal conflicts between the teams that include Boeing Co. and the Australian military have led to search vessels being sent to different areas, hundreds of miles apart. <sup>[11]</sup>
13. In the absence of any evidence of the missing aircraft, on the 22nd of January 2015, Martin Dolan from the ATSB, called for the expression of interest from salvage companies, to prepare for recovery operations in the event of locating MH370. <sup>[12]</sup>
14. In January 2015 Air Chief Marshall (retired) Angus Houston was knighted by the Australian Prime Minister, in part for his efforts in the MH370 search.

The most important point of what is known. MH370 was last seen on Malaysian radar travelling northwest towards India, into the Bay of Bengal. Everything else is supposition, based on questionable data and poor decision making.

#### SEARCH FOR MH370 A YEAR LATER

The ATSB is leading the underwater search for MH370 in the identified priority zone in the Southern Indian Ocean. 40% of what the ATSB calls the "priority search area" has been scanned. The head of the search, Martin Dolan, Chief Commissioner of the ATSB, is very confident his team will find the wreckage soon. Martin Dolan in his own words, "I don't wake up every day thinking 'this will be the day but I do wake up every day hoping this will be it, and expecting that sometime between now and May will be the day.'" <sup>[13]</sup>

For the sake of those lost, their relatives, friends, and Australian tax payers, Martin Dolan would want to be correct. Despite Mr Dolan's optimism, GeoResonance questions Mr Dolan's attitude towards the search of the missing MH370. Mr Dolan has ignored leads and refused scientific presentations to qualify or discount potential leads.

The ATSB may have the best intentions, however, the existence of incompetence and ignorance embedded in the authority running the search is obvious. Mr Dolan's professional skills and competence were also questioned by the Australian Federal Government Senator Mr Nick Xenophon, who called for Martin Dolan's removal from the ATSB over the Per-Air report fiasco. <sup>[14]</sup>

#### "WHAT IS NMR ANYWAY?"

Before the GeoResonance team decided to challenge the authorities via media outlets, we secured the support of our clients and mentally prepared ourselves to deal with self-confessed "TV science experts" and internet trolls. However, the most unprofessional "stab" at our scientists came from the network we least expected - the taxpayer funded Australian Broadcasting Corporation (ABC Australia).

ABC's Media Watch declined our offer to run a full technical briefing. Instead, Media Watch chose to cover GeoResonance involvement in MH370 search based on information and rumours from internet blogs. The presenter Paul Barry embarrassingly mispronounced surnames and ended his story by saying "What is NMR anyway?" An average person may not know what Nuclear Magnetic Resonance (NMR) is. However, a media presenter from a respectable network could have spent 5 minutes on the Internet to learn that NMR is the technology behind MRI scans, widely used in hospitals around the world. Shame on you, Mr Barry.

#### INSURANCE CLAIMS

The following article published in the New York Times raised some interesting points regarding insurance and a previous claim by Malaysian Airlines. The following are quotes from the article <sup>[15]</sup> :

"...The crashes of Flight 370 and Flight 17 are not Malaysia Airlines' first unusual insurance claims, however. The airline had an unusual claim in 2000 for the total loss of an Airbus A330 travelling in the opposite direction on the same route as Flight 370.

In that case, a canister of a mysterious Chinese shipment destined for Iran broke open near the end of a trip from Beijing to Kuala Lumpur and began leaking, producing a smell that prompted the captain to conduct an emergency

evacuation upon landing of all 266 people aboard. A subsequent investigation found that the hold was contaminated beyond cleaning with mercury and other chemicals that may have been precursors for the manufacture of nerve gas."

"...The Malaysian government ended up digging a large hole in the ground near the airport tarmac and burying the entire plane. Insurers paid a full settlement of \$90 million."

"...But the policy is unusual in that it does not have a separate sublimit for search-and-rescue costs — it is limited only by the overall \$2.25 billion cap for the policy, three people with knowledge of the policy said. It is unclear why the clause was omitted, they said.

The absence of a sublimit for search-and-rescue costs means that Malaysia Airlines could seek reimbursement for tens of millions — and potentially hundreds of millions — of dollars in search costs if the Malaysian and Australian governments decide to bill the airline for even part of their considerable expenses in the search for MH370".

The article implies some or all search costs are covered by insurance. The Australian and Malaysian authorities should clarify if they are using taxpayer's funds that are being reimbursed by insurance. Those flying on Malaysian Airlines would also want to know all cargo was non-hazardous. The Malaysian Government should disclose the total cargo manifest on board MH370.

The GeoResonance team hopes one day the mystery of what happened to MH370 is finally solved, allowing closure for the family and friends of those lost.

## GeoResonance team

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