

MH370 – Some Pieces Are Falling Into Place & Connecting The Dots

By Matthias Chang – Future Fast-Forward
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"A plan is only good until the first shot is fired."

The "Master – Hidden in Plain Sight" needs no reminder (being an intelligence operative par-excellence) that in the most well-laid plans, there are always **unintended consequences that have its own momentum**. Only God knows better!

And God works in mysterious ways.

After the first shot is fired, the "Master – Hidden in Plain Sight" can only hope for the best as even positive outcomes from war games can turn horribly wrong as a result of unpredictable human actions. There are no "fail-safe" systems in wars and false flag operations!

This is when the *guerrilla* in black pajamas is most lethal and devastating. I am getting ahead of myself.

When peeling the Intelligence Onion, it is difficult to anticipate what the underlying layer may reveal. Often, we end up with duds. But, persistence always pays off.

For over a month, CNN the lead MSM propaganda tool for the "Master – Hidden in Plain Sight" has been using **uFly**, a Canadian company (that provided the Boeing 777 simulator) to mislead and divert attention regarding flight MH 370's "disappearance". It was an uphill task to counter CNN's propaganda on steroids.

God must have decided to lend a helping hand to the consternation of the "Master – Hidden in Plain Sight".

Global News reported that,

Mitchell Casado, better known as the flight simulator guy used by CNN during the search for Flight MH370, rose quickly from obscurity to international celebrity.

But now he is unemployed and, he claims, unemployable. He was fired abruptly by his employer and he told Global News exclusively that he is now filing a wrongful dismissal suit, claiming the manner of his dismissal has tarnished his name.

Casado's brush with fame came during CNN's endless coverage of the disappearance of Malaysia Airlines flight MH370.

For hours on end for close to a month Casado was doing live appearances with correspondent Martin Savidge from a flight simulator at uFly in Mississauga.

The all news channel discovered that the story produced a big bump in ratings and made a controversial choice to commit to wall-to-wall coverage, even when there was precious little news to report.

Casado helped fill that vacuum with running commentary on the mechanics of a Boeing 777, as displayed in the simulator.

Other firms that have simulators typically refuse all requests from media to speak about air disasters. But uFly jumped into the breach. First NBC came calling and then CNN booked uFly and milked it. He and Savidge logged hundreds of hours, at one point someone even created a joke twitter hashtag: #freemartinsavidge.

But then on April 16, Casado was abruptly fired by his employer. uFly owner Claudio Teixeira told the Associated Press that Casado had been warned about being late for his regular shifts. But what really hurt were the comments about his clothes. There was much commentary about his jeans and checked shirts—and his boss took notice.

But, as human actions are often unpredictable, uFly did not expect Mitchell Casada to fight back and did he reveal some interesting facts. According to the news report:

He says the choice of clothes was not his. CNN was concerned about his habit of wearing white shirts, which can be problematic on camera.

“The way I was dressed on CNN was because CNN wanted me to dress that way,” he said. “They physically took me to the store, took out their AMEX and said you’re going to wear this, this and this.”

The entire propoganda was devised and scripted to the last detail, even the clothes to be worn by the “actors”!

And as the public got wise to the deceit by CNN, the propoganda lost all traction. Mitchell Casado being the useful idiot and having served his purpose was discarded like an old rag. Like all useful idiots he paid a heavy price. He mourned pitifully,

Sitting in his lawyer’s office in downtown Toronto, Casado claimed that he had been blindsided by it all, that there had been no complaints about his performance, including any alleged tardiness. He received two weeks pay and was shown the door—the day after he was required to train his replacement. Since then, he says he has become the butt of ridicule on the internet and unable to find work.

“It gets me down to be quite honest with you,” he said.

“I haven’t been able to sleep properly, haven’t been able to eat. It’s affected me in really an all encompassing way.”

For those who doubt that CNN was engaged in an insidious propoganda war against Malaysia and Malaysia Airlines, let me reveal a snippet of information. Captain Field McConnell, a tenacious fighter for truth (of Abel Danger) had arranged to hire the same simulator from uFly to expose the lies of CNN. But, at the last moment, he was told by uFly that they had a contract with CNN that forbids anyone using the simulator to contradict CNN’s propoganda about flight MH 370!

I hate to say it, but I did at the beginning of this article quote:

"A plan is only good until the first shot is fired." And that even in a well-laid plan, there are always *unintended consequences that have its own momentum.*

Elsewhere, and as we peel more layers of the Onion, the cover-up is slowly and surely unraveling.

In my article, "*MH 370 – Could It Have Landed In The Southern Indian Ocean?*" posted to my website on the 22nd April, 2014, I boldly declared that MH 370 could not have "ended" and or "crashed" in the southern part of the Indian Ocean as indicated by Australian satellites and Inmarsat's data! I had also stated in several articles that the "disappearance" of MH 370 is a "False Flag Operation" and the consequences have yet to be fully appreciated by the global community.

At this point in time, it is sufficient for me to draw your attention to the following salient facts as a result of the publication of the Preliminary Report of the SAR Team¹ (first submitted to the International Civil Aviation Organisation - ICAO) and the Press Statement of the Acting Transport Minister of Malaysia, Datuk Seri Hishammuddin Hussein.

Extracts from Page 4 – Preliminary Report

(SAR) operations were conducted in the South China Sea where the aircraft position was last known.

A playback of a recording from military primary radar revealed that an aircraft with a possibility of MH 370 had made an air-turn back onto a Westerly heading crossing Peninsular Malaysia. The search area was then extended to the Straits of Malacca.

After ACARS stopped transmitting the satellite communication system automatically transmitted seven messages that confirmed that the system was still logged onto the network. The last message was received by the satellite ground station at 08:19 MYT. With the primary radar data, analysis of the satellite data and aircraft performance data, the investigation established that flight MH 370 flew along either a Northern or Southern Corridor. The last transmission occurred when the aircraft was on an arc of 40 degrees from the satellite. Based on this new development the search area was moved from the South China Sea and the Straits of Malacca to the Northern and Southern Corridors.

On 24 March 2014 further analysis of the Inmarsat satellite data, using the changes in the satellites communication signal frequency (signal using the Doppler Effect), indicated that MH 370 flew the southern corridor and ended its flight in the southern part of the Indian Ocean. The investigation continues to analyse the satellite data and aircraft performance in order to further refine the area where the flight ended.

To date, a total of 26 countries have participated in the search for MH 370 comprising of 82 aircraft and 84 vessels.

SAR operations are on-going.

Safety recommendations

While the aircraft had the necessary communication equipment to provide information on its location, the last ACARS message occurred at 1:07:29 MYT, the last secondary radar detection at 1:21:13 MYT and the last satellite communication

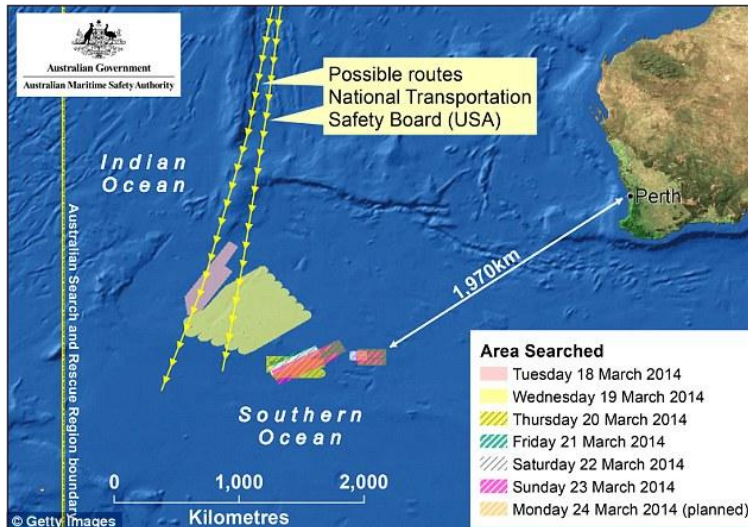
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The third paragraph is revealing as it is abundantly clear that the SAR Team at the material time could not be sure where MH 370 was heading – ***"it moved***

¹ The joint effort of US National Transport Safety Board (NTSB), the UK Air Accident Investigation Bureau (AAIB), China's Aircraft Accident Investigation Department (AAID) of The Civil Aviation Administration of China (CAAC), and the Australia Transport Safety Bureau (ATSB).

from South China Sea and the Straits of Malacca to the Northern and Southern Corridors.”

Then on 24th March, 2014, relying solely on Inmarsat data, the search was directed to the Southern Corridor - at the furthest point south-west of Perth.



Given the 4th paragraph of the Report, that only on 24th March did the SAR Team focus on the Southern Corridor, why was no search effort directed in the Northern Corridor prior to 24th March?

However, if paragraph 4 of page 4 of the Report is correct, the legend in the said Map provided by the Australian Maritime Safety Authority contradicts it, as search in the Southern Corridor commenced on 18th March, 2014.

But, prior to the 24th March, 2014 the 3^d paragraph of the Report states clearly and I quote:

*... the investigation established that flight MH 370 flew along **either** the northern or southern corridor.*

There were uncertainties and ambiguities as to the direction of MH 370 after the alleged “turn-back” from the intended flight path to Beijing.

Given the fact that the SAR Team has renowned experts, I find it hard to accept that such discrepancies and contradictions have arisen in the said Report and the aforesaid Map.

You will recall that following this affirmative “finding” by Inmarsat, the Prime Minister of Malaysia was induced to issue a Press Statement that MH 370 “ended” in that part of the Indian Ocean as indicated in the aforesaid map.

But, how accurate is the data from Inmarsat?

It could not have been accurate, as on the 28th March, 2014 the search was subsequently relocated to an area further north of the first location as indicated in the map below.



The square box in the map “Surface Search” is the 3rd location which was very much further north (approximately 1,000 miles) from the first Inmarsat location given on 24th March, 2014.

Then almost a month later (25th April, 2014), the location was shifted further north to the point in the map marked “Position of Ocean Shield (final position)”. Ocean Shield had on the 6th April, 2014 allegedly captured some “pings” in that location which differed from the findings of the Chinese ship Hai Xun on the 5th April, 2014. This is illustrated in the next map below.

Mystery of MH370: the main developments

How the hunt has led to the depth of the Indian Ocean

Malaysia Airlines MH370, carrying 227 passengers and 12 crew vanished after veering off course on March 8



To recap:

The shaded area in the bottom left corner was the first location determined “conclusively” by Inmarsat data. Inmarsat took centre stage upon the announcement of its data.

The shaded area above item (7) and below the Red Dot was the 2nd location given by Boeing on 28th March, 2014.

The shaded area between the Chinese ship Hai Xun and Australia’s Ocean Shield is the final location in which the search has been conducted till to date.

Also note that item (5) on the map contradicts paragraph 3 of page 4 of the Preliminary Report referred to above.

Be that as it may, one has to ask the US\$ Trillion question – How sure are the experts that they are right?

The most damning evidence that the so-called experts' findings are wrong is the subsequent admission by some of the experts that they were really not sure as to where to look for MH 370. I quote from New Straits Times:

"We may have to regroup soon to look into this possibility if no positive results come back in the next few days ... but at the same time, the search mission in the Indian Ocean must go on," explained the sources.

"The thought of it landing somewhere else is not impossible, as we have not found a single debris that could be linked to MH370. However, the possibility of a specific country hiding the plane when more than 20 nations are searching for it, seems absurd," the sources added, while noting that the flight could have crashed in a remote location.

The Malaysia-led investigation team, according to the report, had to rely on a communications satellite which did not provide definitive details of the plane's trajectory, including its direction, altitude and speed.

Holy Smoke!!!

The experts are saying that all they had were data from a **communications satellite** which **did not provide definitive details of the plane's trajectory, including its direction, altitude and speed!**

CNN in covering up their earlier propaganda weighed in and said,

A communications satellite is meant for communication ... the name is self-explanatory. The reason investigators were forced to adopt a new algorithm to calculate the last known location of MH370 was because there was no global positioning system following the aircraft as the transponder went off 45 minutes into the flight," said one of the sources. As the search is widened, the team fears that they have been "looking for the plane in the wrong place".

Even Australian officials who have been involved in the search appear to be less optimistic about finding the plane in the current search area despite recently locating an "object of interest".

The object was subsequently found to be not related to MH 370.

Even Holy Smoke cannot cover this glaring admission that the SAR Team was on a wild goose chase!

The final nail in the coffin that the search was indeed a wild goose chase came from a report from the Wall Street Journal. I quote:

Quoting anonymous sources, the group will reportedly review military radar data and other information to help determine where MH370 might have crashed, and then present a report to civilian contractors who may take over the search in the coming weeks.

The civilian contractors would want to re-analyse existing data, the report quotes Australian Defence Minister David Johnston as saying, but some radar data would be considered too sensitive to be handed over to them.

This is one gigantic turn of events!

So all this while, what they had were data from a communications satellite. The SAR Team wants us to believe that military radar data were not available at all material times. Is this a bloody sick joke?

They will now also rely on **“other information”**!

Then adding insult to injury to the global public’s intelligence, ***civilian contractors may take over the search in the coming weeks!***

We are told repeatedly that 26 nations took part in the search and rescue with the **military assets** of the US, UK, Australia, China, Japan, Malaysia, and other participating nations playing a major role.

The leading international agencies in aircraft safety and accidents also played a leading role as is evident from page 2 of the Preliminary Report which is reproduced below:

The Department of Civil Aviation (DCA) Malaysia was informed that flight MH370 was missing and an investigation was launched.

In accordance with International Civil Aviation Organisation (ICAO) Annex 13 *Aircraft Accident and Incident Investigation*, and Malaysian Civil Aviation Regulation 1996 Part XII *Investigation of Accidents* and with established international arrangements, the National Transportation Safety Board (NTSB) of the USA, representing the State of Design and Manufacture of the aircraft, has appointed an Accredited Representative to participate fully in the investigation. The Air Accidents Investigation Branch (AAIB) of the United Kingdom, representing the State of Design and Manufacture for the engines, has also appointed an Accredited Representative.

The NTSB Accredited Representative is supported by a team of technical advisers from the US Federal Aviation Administration (FAA) and Boeing.

The AAIB Accredited Representative is supported by technical advisers from Rolls-Royce and Inmarsat the operator of a Satellite which was in communication contact with the aircraft during the flight.

The Australian and Chinese Governments have also appointed Accredited Representatives in accordance with ICAO Annex 13, Para 5.23.

Malaysian Airlines (MAS) the operator, is cooperating with the investigation and providing expertise as required and the DCA Malaysia are being kept informed of developments.

History of the flight

At 00:41:43 MYT on 8 March 2014 (Saturday), MH 370 took off from Runway 32R at Kuala Lumpur International Airport (KLIA) on a scheduled flight to Beijing, China.

Yet, this armada of ships and squadrons of high-tech planes together with the abovementioned experts may be superseded by civilian contractors.

The families of the passengers and crew of MH 370 have every right to be angry.

But, should we be really surprised by this turn of events?

This is in fact the S.O.P. of all false flag operations. When the initial phase of the “dirty business” has been executed, the “civilian cleaners” take over and the curtain is drawn to cover the crime. The False Flag Operation for all intent and purpose is now converted into a “Civilian Rescue Operation”.

A David Copperfield’s magic show on a global scale – “Now you see, now you don’t!”

You will recall that I ended my last article, ***“MH 370 - Immediate Beneficiaries of the ‘Missing Plane’ - Peeling Away More Layers of the Onion” dated 29th April, 2014*** with the statement:

Your next move, “Master – Hidden in Plain Sight”!

This is it!

Will the “Master – Hidden in Plain Sight” get away with it?

Only time will tell. In the meanwhile, we must continue to peel off more layers of the Onion to reach the core. Time is on our side and truth will prevail.