

MH 370 - Immediate Beneficiaries of the “Missing Plane” - Peeling Away More Layers Of The Onion.

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Since my last article of the 22nd April, 2014, I have been peeling away several layers of the Onion of Disinformation sent out by the perpetrators of the “disappearance” of MH 370 but we have yet to reach the core of the Onion. It will take some time. No doubt the odds are stacked against me, but I shall persist.

War Is Big Business

Judging from past experiences, we know that all wars **benefit** the Military-Industrial Complex, a key component being the **financial interests**. The financial interests are seldom brought to the fore by virtue of the misnomer “Military-Industrial-Complex”. People tend to look only at the incestuous relationship between the military and the global corporations that rely on defence contracts for survival and dominance – Bechtel, Boeing, Lockheed-Martin, Raytheon, Thales, Halliburton, Honeywell, General Dynamics, United Technologies, Serco etc.

Retired Admiral Gene La Rocque said it well,

“Military product is manufactured primarily not for the defence of the USA or of any other country but merely for profit”.

When major wars are unleashed, the financial benefits are invariably global in scope. The war in Afghanistan ensures the **continuance of drug monies** to grease the global financial system and **to scuttle the Eurasian oil and gas pipelines** that would give a strategic advantage to those countries that oppose the unbridled aggression of the Zionist Anglo- American war party.

Any Western powers that intend to confront and or contain Russia and China must secure the **Oil Depot** that covers the entire Middle East and extends to the countries surrounding the Caspian Basin.

To subjugate and dominate, an invading army must occupy the defeated nation. There must be boots on the ground and if one needs to have boots on the ground prior and subsequent to a war of aggression, there must be an oil depot to fuel all manner of transportation.

This was also the principal reason for invading Iraq and as admitted by Paul Wolfowitz - ***“Let's look at it simply. The most important difference between North Korea and Iraq is that economically, we just had no choice in Iraq. The country swims on a sea of oil”*** - address to delegates at an Asian security summit in Singapore in June, 2003.

False Flag Operations Are Also Big Business

Following the **9-11 false flag operation** which spawned the Global War On Terror (GWOT) , the US immediately established the Department of Homeland Security and increased military spending by hundreds of US\$ Billions. It has now costs US taxpayers in the US\$ Trillions and counting!

Not all false flag operations are as large a scale as in the case of 9-11.

In order to reap US\$ multi-trillion benefits, the false flag operations must have an impact which is either unprecedented in scope or which the status quo have no choice but to pursue certain policies.

Let me illustrate at the micro-level.

Local Security Companies

When a town or a community enjoys investment and commercial success, high standard of living and is “relatively crime free” this is a prime target for creative marketing by security companies offering a range of services to give a sense of well-being and safety to the rich folks and the growing middle-class families driving their new BMWs and Mercs and having expensive gadgets at home.

All that is needed is a few brake-ins, one or two roadside robberies to sound the alarm that the neighbourhood is no longer secure. Be assured that the majority of families would install house-alarm systems, parameters cameras and developers would employ security guards in commercial complexes etc. There would be huge increase in the sales on hand-guns and related self-defence equipments.

You get the drift.

The 9-11 false flag operation has given rise to a global business estimated to be worth at the minimum US\$10 Trillion and counting. In the first year, post 9-11 the US alone spent some US\$650 Billion according to some estimates.

Financial Benefits of MH 370

To understand the **cost-effectiveness** of the consequences of MH 370 to the global security business from the intelligence operations angle, one must understand the nature of all future wars.

An essential feature of all future wars is the ability to impose **full spectrum dominance of space**. When a country and or its intelligence agencies have full dominance of space, it will inevitably have command over air-space, the later have always been a critical factor in any war and for which the US and Russia are evenly balanced with the US having a slight edge. China is an up and coming military power for dominance in space though it lacks an air force that can challenge the US.

Please Google and research the following documents issued by the US Military:

- 1) Joint Chiefs of Staff, Joint Vision 2010 - America's Military: Preparing for Tomorrow;
- 2) Joint Chiefs of Staff, Joint Vision 2020 – America's Military: Preparing for Tomorrow;
- 3) Joint Publication 3-12 Doctrine for Joint Nuclear Operations;
- 4) Joint Publication 3-53 Doctrine for Joint Psychological Operations;
- 5) The Unified Command Plan;
- 6) The National Intelligence Strategy of the United States of America: Transformation Through Integration and Innovation (and all subsequent revisions);
- 7) Cyber Domain, Security & Operations – Cyber Command; and
- 8) **US Space Command Vision for 2020**

The US Space Command aims for the dominance of space by integrating space forces into war fighting capabilities across the full spectrum of conflict. Vision for 2020 “serves as a bridge in the evolution of military space into the 21st century and is the standard by which US Space Command and its components will measure progress in its future”

The above documents are referred extensively in Volume 2 of the Future Fast-Forward Trilogy.

Be that as it may, the race is on!

To summarise and to keep this article within a suitable length, let me state here categorically, that the “disappearance” of MH 370 has afforded the global powers that are hell bent on unleashing the next global war ***a golden opportunity beyond their wildest dreams!***

TOTAL COMMAND OF SPACE MUST OF NECESSITY INCLUDE NOT ONLY TOTAL COMMAND OF “MILITARY SPACE” AND “MILITARY AIR-SPACE” BUT ALSO TOTAL COMMAND OF “CIVILIAN SPACE” AND “CIVILIAN AIR-SPACE”.

Let me explain.

Thus far international law and conventions demarcates between military and civilian air-space as well as how civilian and military satellites are deployed in outer space.

This has created critical problems for all manner of aerial intelligence surveillance, interceptions etc.. This “unnecessary hindrance” must be cast aside.

How??? This was the US\$ Trillion dollar question that has perplexed war planners for decades. Even after 9-11, the impetus could not be harnessed to introduce a global policy which would ***blur, if not obliterate the demarcation.***

This is because 9-11 was a **“terror attack” false flag operation** and its leading operatives had a different **post false flag operation** OBJECTIVES.

There was not in place a Vision for Space Command as embodied in the **US Space Command, Vision for 2020** as well as **Cyber Security and Command (which only evolved in 2011)**.

Essential to such dominance, there must be in place the infrastructure for:

- 1) **Secure Global Communications;**
- 2) **Secure Global Surveillance;**
- 3) **Secure Global Interceptions;**
- 4) **Secure Global “Hidden-in-Plain-Sight” Locations other than existing military Installations;**

And more importantly, **DOMINANCE OF CIVILIAN AIR-SPACE AND CIVILIAN OUTER-SPACE!**

Dominance in outer space has been difficult to achieve and at the present state of play, all the significant players are well entrenched and are evenly matched and balanced in technology.

But, the global air-space tells a different story.

This is where the US war party and its European allies have an edge, a decided advantage which they will now exploit before they decide to unleash the next war.

As at December, 2013, the military of the United States is deployed in more than 150 countries around the world, with 164,227 of its active-duty personnel serving outside the United States and its territories and an additional 118,966 deployed in various contingency operations. US troops are spread across the globe: over 66,000 are stationed in Europe; over 51,000 in East Asia and the Pacific region; over 4,500 in North Africa, the Near East, and South Asia; over 1,600 in the Western Hemisphere; 332 in Sub-Saharan Africa; and less than 100 in states of the former Soviet Union. Of those in Europe, most of the military personnel are located at installations activated during the Cold War, by which the US government sought to challenge the Soviet Union in the aftermath of World War II. (Source: Wikipedia)

The military bases in themselves provide a formidable global reach for the war party.

Just imagine the extended scope and dominance if they **command** and **control** the **global civilian air-space** through a new system that would be **implemented under the cover “to avoid the repetition of MH 370”!**

Let me bring you up to speed!

Like the territorial waters of a country, the airspace of a nation is subject to the command and control of a nation. The system of “controls” and related issues differs from regions to regions and countries to countries depending on the availability of technologies and their sophistication.

Let me illustrate what I mean by reference to the Flight Information Region (FIR) Map below which shows the point of “disappearance” of MH 370 where the four “air-zones” overlapped.



(The Red Spot is where MH 370 changed course and turned back)

Once a plane leaves a FIR as in the case of MH 370 from Malaysia and enters another FIR such as Vietnam, the pilot must sign off with Malaysian ground controllers and establish communications with the Vietnamese ground controllers.

Control *is transferred* from one air-space to another. From the map, Singapore may well have “heard” the exchange between MH 370 with Malaysian ground control and that of Vietnam, but she may not have recorded it as such as the plane was not entering its sphere of control.

The majority of the planes used by the world’s airlines are mainly from Boeing and Airbus. Most of the systems for air traffic control etc. are manufactured in the US and or in Europe.

Once a new system is installed in the majority of the airports of the world (*which would bestow hundreds of billion US\$ of profits to major global companies*) even though some countries may opt out and or use their own system (which can be adapted to the new system) *the end result is that the country and or countries that own the international consortium providing*

the technologies and services would be assured of total control of the global civilian airspace.

Earlier, I alluded that such a system would be costs-effective for the war party. This is common sense, for unlike the need to build and establish military bases, all existing *civilian airports* are *ready-made bases* for total control, ***HIDDEN IN PLAIN SIGHT FOR NO ONE AND NO ONE WILL EVER SUSPECT THAT NEFARIOUS ACTIVITIES CAN BE AND WOULD BE CARRIED OUT UNDER THE COVER OF A GLOBAL UNIFIED SYSTEM OF CIVILIAN AIR TRAFFIC CONTROL.***

In a report by Shane Harris in Foreign Policy, he wrote:

For years, cybersecurity experts and government officials have warned that the computer networks underpinning the U.S. air traffic control system could be penetrated by malicious hackers. President Barack Obama emphasized the threat in his first major address on national cybersecurity in 2009. The current air traffic control system remains vulnerable, but more modern aircraft also carry complex navigation and mechanical software, and in the future they will be connected to the air traffic system via new computer networks, making each individual airplane a potential vulnerable target.

The new government and industry information-sharing program is meant to defend "the entire system. It's the airports, the [air traffic management] system, the supply chain, the airline manufacturers. There are a lot of attack surfaces there," said Fred Schwen, the director of Homeland Security at Boeing, which is participating in the program.

To bring all sides together, a new information-sharing and analysis center will be built at a Transportation Security Administration facility near Ft. Meade, Md., the headquarters of the National Security Agency and U.S. Cyber Command, which oversees military computer security. According to a presidential directive, Cyber Command also would be involved in responding to a cyber-attack on any critical infrastructure in the United States, including the air traffic control system.

U.S. officials said the TSA is leading the program in a partnership with the Office of the Director of National Intelligence, which oversees all American intelligence agencies, and the National Counterterrorism Center, which is currently the hub for information about potential threats to the aviation system from terrorists and hijackers.

Over the next decade, the federal government plans to roll out its so called NextGen system, which promises to reduce congestion in the skies and, hopefully, make air travel more efficient and less expensive. But NextGen will rely on global positioning satellites, which are vulnerable to computer hackers. Two years ago, researchers at the University of Texas

at Austin demonstrated that they could commandeer the controls of a remote-piloted drone by tricking it with fake GPS coordinates.

Paul Rosenzweig, a cyber security expert and former Homeland Security official, wrote last year that the hackable GPS system poses a risk for commercial aviation. He said that to prevent against a catastrophe, air traffic controllers would have to use GPS that can recognize when they're being fooled or that cross-check their position against internal navigations systems that aren't connected to computer networks.

Need I say anymore?

All such systems have dual use. That is a given!

Please note that the proposed centre to prevent another MH 370 is to be located at a facility near Fort Mead, the Headquarters of NSA and the US Cyber Command.

Can anyone investigating the “disappearance” of MH 370 dare discount that this could be the compelling motive (a more compelling motive than the Freescale scenario) to launch the false flag operation which if I was the leader would codenamed it as “**In Plain Sight**” for not only would the code-name be appropriate in the circumstances, but more so, for the subsequent intelligence operations would be “**Hidden In Plain Sight**” in civilian airports!

And if you have been diligent and disciplined and followed my advice to read up on “Operation Northwood”, “Operation Gladio”, the “Lavron Affair” the “Sinking of USS Liberty”, the “Gulf of Tonkin Incident” etc. I am sure you would not now accuse me of being a conspiracy theorist, and or assert that the **real world is not an ugly, evil and treacherous world** but a bed of roses.

In peeling the Onion, I have submitted a **compelling motive**, better than any thus far offered (I stand to be corrected) by well researched and well intentioned analysts and for which I owed a debt of gratitude in that some of their arguments have set me thinking in other directions, one of which is the present deduction and conclusion.

However, we need to peel off more layers of the Onion.

We need to identify the Mastermind of this brilliant false flag operation.

And even though one may denounce the operation as unconscionable and an unforgivable crime, I would not hesitate to call the false flag operation brilliant in concept and highly imaginative in execution. But, I do hesitate to call it the perfect crime.

I take this attitude because I need to be objective and not be moved by bias, prejudice and emotions if I want to solve the “**WHO?**” in the “disappearance” of MH 370. The Master of this false flag operation is a professional whereas I am a

mere amateur and therefore I need to be more diligent and as objective as I can be.

Have I missed any other clues?

Your next move, Master - Hiding in Plain Sight!

ADDENDUM

1. But, for the need to create public opinion for the acceptance of the new system for global civilian air traffic control and the agreement of governments, I would not have been able to connect the **“Motive Link” (as identified aforesaid) to the other links in the Chain of Evidence.**

2. **Important Note: To avoid any misunderstanding.**

In the above analysis, I have stated the primary Objectives/Motive and the immediate and apparent beneficiaries. But, in many false flag operations, there would be more than one party (it could another domestic or foreign party) that has a convergence of interests – the desired outcome but not necessarily similar benefits or to ride “shot-gun” or to “piggy-back” on the operation but have different targets/objectives altogether. If I may, to borrow the expression, “Killing two birds with one stone”. There are always “primary and secondary objectives” and “primary and secondary targets”. For the purposes of the present analysis I have focus on the primary objective. There are other layers of the onion to peel.

3. I accept that this ‘game’ is not being played on a level-playing field, and that I can never be the equal to the “Master – Hidden in Plain Sight” but, only because my colleagues and I do not have the same global resources and reach at our disposal!