Figure JC2015.26.2 (Editorial Commentary, Carl H. Gibson)

# Flaperon Drift Rate Estimates Support the Hypothesis that MH 370 Crashed in the South China Sea, Not the South Indian Ocean

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## Abstract

A hundred fifteen days after the disappearance March 8, 2014, of Malaysian Airlines 370 from Civilian Radar, a flaperon portion of the wing appeared on Reunion Island. This observation makes the Rogue Pilot search location in the South Indian Ocean quite impossible. A more likely crash site is the original point of last confirmed contact in the South China sea. The drift from this site requires an average speed to the southwest of 40 miles per day. First the debris moves south, driven by strong winter monsoon currents, through the Sunda Strait between Sumatra and Java, then west in the trade winds drift with a southern component from equatorial upwelling. South winter monsoon currents explain why no debris appeared in the Gulf of Thailand soon after its crash, caused by the same catastrophic equatorial icing phenomenon that befell Air France 447 in the Atlantic, and recently other planes near Indonesia affected by rapid, intermittent, evaporation of equatorial waters, with turbulence unconstrained by Coriolis forces.

## Background

Turbulence[1] in natural fluids like the ocean and atmosphere becomes extremely intermittent and dangerous near the equator (Gibson 2014).

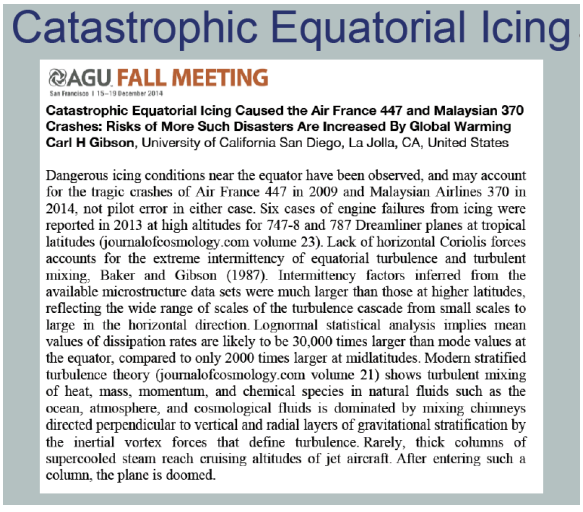


Figure 1. Abstract (Gibson 2014) warning about CEI events.

[1] Turbulence is defined as an eddy-like state of fluid motion, where the inertial vortex forces of the eddies are larger than any other forces that tend to damp the eddies out. By this definition, turbulence always cascades from small scales to large.

Figure JC2015.26.2 (Editorial Commentary, Carl H. Gibson)

The reasons for the Gibson warning are included in the text of Fig. 1. Extreme icing conditions at equatorial latitudes caused six cases of Dreamliner engine failures at tropical cruising altitudes in 2013, proving the potential danger of the high altitude CEI (catastrophic equatorial icing) phenomenon. Authorities investigating mysterious crashes such as Air France 447 and MH 370 are strongly motivated to blame the pilots and copilots, and have seized on any far-fetched conspiracy theory offered by television newsreaders, rather than consider the inconvenient alternative of CEI that is scientifically complicated, and might frighten away passengers. Hundreds of millions of dollars have been wasted searching the South Indian Ocean bottom that we now see obviously crashed in the South China Sea near 103 E 6.7 N where it was last seen. The search is continuing at the time of this writing, and should be immediately shifted to the location of the actual wreckage.


Figure 2. Dreamliner engines are excellent equatorial icing detectors.

## Observations

The only piece of MH 370 discovered in a year and a half is the flaperon arrival at Reunion Island, as shown in Fig. 3.

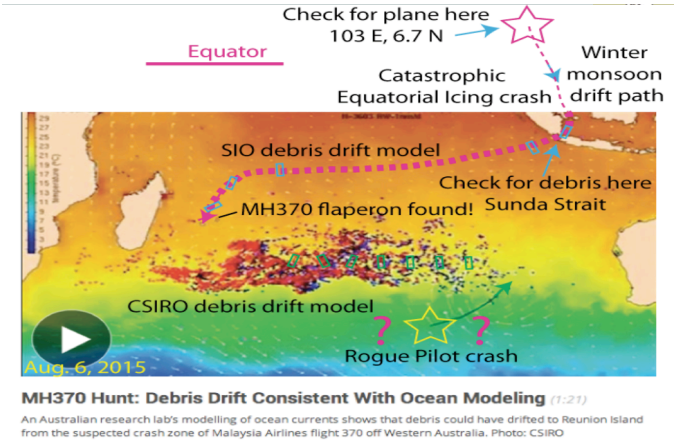


Figure 3. From the CSIRO debris drift model, it is quite impossible for the MH 370 flaperon to drift to Reunion Island in 115 days, as observed. The Rogue Pilot crash

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scenario (questioned yellow star) should be immediately replaced by the CEI crash model and SIO debris drift model (dotted line), and the search area moved to the South China sea location indicated by the red star.

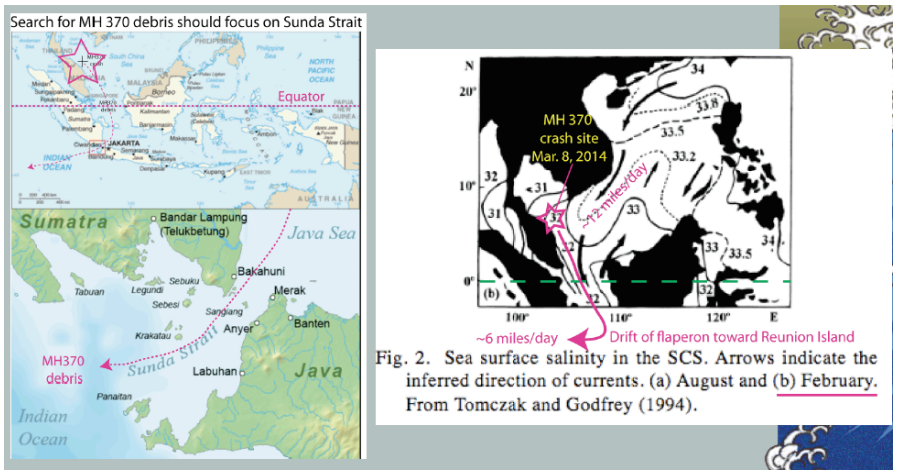


Figure 4. Flaperon drift speeds south at speeds 6-60 miles per day explains the Flaperon arrival at Reunion Island by way of Sunda Strait at an average speed of 40 miles per day.

## Discussion and Conclusions

The status of worldwide aircraft crashes from Catastrophic Equatorial Icing is nicely summarized in Figure 5 from the Signal Magazine article by R. Norris Keeler, May 1, 2015; that is, "Pilots face brick wall-like Icing along the Equator".

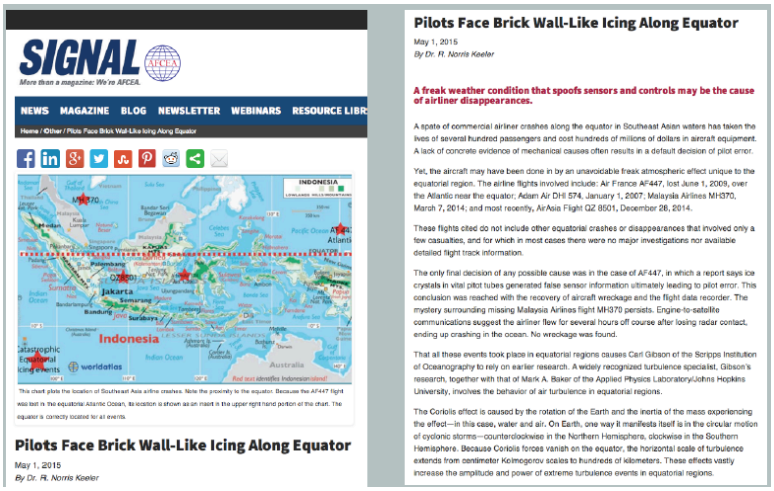


Figure 5. Map of suspected CEI crashes is shown on the left, including the AirAsia 8512 crash predicted by Gibson 2014 in Fig. 1.

The black boxes of AirAsia 8512 show the Air France 447 pattern of an initial increase in altitude (33000 ft to 38000 ft) as tons of ice form on the tail and control surfaces, followed by an uncontrollable plunge to the sea surface, Figure 6. The AirAsia 8512 pilot had requested permission to increase altitude (suggesting pitot tube icing problems), but had been forbidden to do this because of air traffic in the region (suggesting the icing

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had reached uncontrollable CEI (catastrophic equatorial icing) levels that caused the crash close to the green star position 108 E 3.2 S of last confirmed radar contact, Fig. 6.


Figure 6. AirAsia 8512 crash predicted by Gibson 2014 in Fig. 1.

The primary conclusion is that the search area for MH 370 should immediately be changed from the mythical Southern Indian Ocean "Rogue Pilot" search area (red question marks in Fig. 3) to strongly indicated CEI crash site in the South China Sea. A better oceanographic study of winter monsoon drift currents using simulated flaperon objects with satellite tracking should be in preparation, with release points in both locations, shown by drop-pins in Figure 7. Because the water is relatively shallow at the northern-most MH370 crash location (103 E, 6.7 N), only 300 meters deep versus 4-6 km, the search for the plane and its black boxes should be a matter of weeks or days.

Figure JC2015.26.2 (Editorial Commentary, Carl H. Gibson)

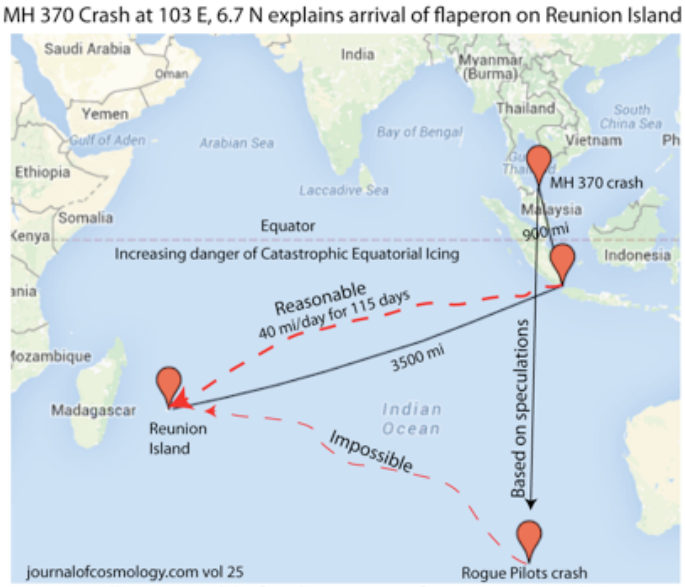


Figure 7. Drop-pins indicate the MH 370 crash location in the north and the mythical Rogue Pilot location in the south.

## References

http://JournalofCosmology.com/JOC25/AOS-final.pdf