

# Flight MH370 Found? Not Quite - Now the Real Whitewash Begins

By [21st Century Wire](#)

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*After nearly one month of turning up absolutely nothing, suddenly the public are being told that the case of missing Malaysian airliner MH370 has been solved, well, sort of...*

It was a search and rescue operation on an unprecedented scale, combing through over 30,000 nautical miles, involving 60 ships and 50 aircraft – all in an effort to find one missing Boeing 777 which is said to have set off from Kuala Lumpur to Beijing on March 8, 2014, only to disappear into thin air, without a trace.

This week Malaysian authorities made the dramatic announcement that they had finally “found” the aircraft, without any “debris sighting” . On cue, global mainstream media outlets ran continuous coverage on Monday March 24th of this week, showing footage of men looking out the window of Royal Australian Air Force P-3, looking rather intensely at a trail of smoke hanging over the water, but failed to tell viewers in many instances – that this was merely a “smoke marker placed there”, no doubt *for the cameras*.

This, we are told, is meant to draw a line under the story in a communal ‘*move on*’ moment.



IMAGE: Photo-illustration of a Malaysian Airlines Flight.

The [Malaysian prime minister boldly announced](#) that analysis of satellite data concludes “beyond a doubt” that the plane had in fact gone down in the southern Indian Ocean 2,500 kilometers (1,500) west of Perth, Australia.

A few objects were said to be found, but these were not shown on TV or to media. “Objects could be picked up in a few hours”, Malaysia’s transport minister said, while Australian PM Tony Abbott said, “One object was circular and grey or green, and the other rectangular and orange – *but it could be flotsam*”. In reality, nothing.

What is clear now – is that there is still no evidence of a Boeing 777 crash-landing there. Here where things get dicey: this suddenly incredible “debris sighting” has been based on information from one private British telecoms firm, [Inmarsat, who run a fleet of 30 satellites globally](#) overlapping with systems run by US-based Raytheon. Inmarsat claim to have come to their conclusion based on data “relayed between the plane and ground station by satellite”. Inmarsat then sent its computer findings on Friday to the UK Air Accident Investigation Branch based in Aldershot, Hampshire, who spent one day “going over the figures” before sending it to the Malaysian authorities.

Of all the likely destinations for the missing flight, it seems incredible that it would fly for 3 or more hours south, only to ditch the plane in the water miles from any land mass. This latest conclusion is based almost solely on *computer modeled data* – supplied by Inmarsat, and as yet, no physical proof that Flight MH370 has actually crashed at the location they are claiming it did.

By contrast, an actual eyewitness sighting was reported the morning of the crash, but was more or less ignored by all governments and mainstream media outlets. [Haveeru local news](#) previously confirmed that, “Residents of the remote Maldives island of Kuda Huvadhoo in

Dhaal Atoll have reported seeing a “low flying jumbo jet” on the morning of the disappearance of the Malaysia Airlines flight MH370.” That report continues:

*“Eyewitnesses from the Kuda Huvadhoo concurred that the aeroplane was travelling North to South-East, towards the Southern tip of the Maldives – Addu. They also noted the incredibly loud noise that the flight made when it flew over the island.*

*“I’ve never seen a jet flying so low over our island before. We’ve seen seaplanes, but I’m sure that this was not one of those. I could even make out the doors on the plane clearly,” said an eyewitness.*

*“It’s not just me either, several other residents have reported seeing the exact same thing. Some people got out of their houses to see what was causing the tremendous noise too.”*

Coincidentally, The Maldives Islands are more or less along a direct flight path to the US and British island military base at Diego Garcia. Make of that what you will, but you cannot discount this in connection to reports that one of the MH370 pilots has Diego Garcia plotted on his own home flight simulator.

Confusion was stirred up even more after retired United States Air Force Lieutenant General, Thomas G. McInerney, turned up on a FOX News program hosted by Mike Huckabee, proceeding to infer that the US has known all along where the plane had traveled, and that the missing Boeing 777 was *already* in Central Asia. Watch:

Although McInerney went on to reinforce [the White House myth that Osama bin Laden was killed in 2011 at his compound in Pakistan](#), you can’t help but wonder why he was sent onto FOX at the very time that this latest “discovery” has happened. Bill Stills concluded his commentary by warning the this plane may likely end up being be used for some US-sponsored flase flag, or terrorist act in the future.

Mainstream media is now being flooded with reports of “grieving families” which the public have only now been given access to, and western media talking points are focusing on victims’ families blaming the Malaysian government for its incompetence in conducting the search and that somehow [‘blood is now on the Malaysian governments’ hands’](#).

[21WIRE detailed some suspicions regarding the passenger lists and talk of key Freescale \(Austin, TX based\) employees being on the plane](#), as well as the technical parameters regarding the planes transponder systems and radar detection. In the end, for the government anyway, the whole story has relied exclusively on technical and computer satellite specs in order to illustrate a timeline and possible locations for the missing flight.



*MEDIA DRAMA: The grieving families and the all important 'blame game'.*

The blame game that has ensued following Malaysia's 'endorsement' of the British location data (which is still a guess) and Malaysia is now accusing Inmarsat of 'sitting on the information for 10 days', which means that a convenient media side-show has now opened up to distract from actually finding the plane. [Telegraph](#) said it today:

*"The AAIB, working with Inmarsat, provided the only credible information on the Malaysia Airlines flight's whereabouts, but a series of delays meant ten crucial days were lost before search teams began looking in the southern Indian Ocean, where it now seems certain the aircraft went down."*

Regardless of what is being said and what theories are being kicked around, one can conclude, once again, that the official story of Malaysian Flight MH370 is a complete whitewash already.

Isn't it funny how the biggest plane hunt in human history - over in Asia, is swiftly closed down by a single British company and a British government aviation agency?

Who is Inmarsat?

*Inmarsat Plc* is a major player in government, military, aviation satellite markets, partners with the likes of Honeywell, and refers to itself as "the world's leading provider of mobile satcoms" with its IsatPhone range, and covers a wide range of global contracts, most notably its satellite communications for "coalition military forces" deployed on missions in Iraq, Afghanistan and other locations, and [has also been awarded a FEMA contract](#) to continue providing Mobile Satellite Services (MSS) in the US. Reuters explains, "Under this contract, FEMA will use Inmarsat satellite services to provide reliable, mission-critical communications between supporting personnel in the event of a disaster. In emergency



situations, it is essential that first responders are able to communicate immediately not only among themselves, but also with their leadership through respective command and operational centers.”

According to a 2011 interview with London’s [City AM](#): “Inmarsat offers mobile connectivity solutions for anything from a single yacht travelling the Pacific to the thousands of US troops stationed in Afghanistan. It is a FTSE 100 powerhouse, but one which rarely makes headlines... This is despite it providing a huge proportion of the connectivity during the recent clashes in the Middle East, allowing journalists, protesters and aid workers to spread news about the fall of generation-old governments and the brutal clashes in Libya.”

In March 2012, Al-Jazeera Beirut correspondent Ali Hashim along with two others, resigned over objections over Qatar’s pro-US and UK foreign policy slanted reporting on the conflict, and revealed that Al-Jazeera spent \$50,000 for smuggling phones and satellite communication tools to Syria’s rebels. Did *Inmarsat* provide the sat phones al Jazeera gave to Syrian ‘Rebels’, aiding foreign insurgents in Syria in coordinating terrorist attacks inside that country? Good question. Only a few firms would be positioned to deliver that service, and Inmarsat, according to their own admission anyway, would be at the top of the list.

In Sept 2013, Inmarsat announced further inroads into the aviation industry, providing “GSM and Internet services to airlines and their passengers”. [Reuters](#) reported, “Thales SA announced that it has signed a Memorandum of Agreement (MOA) that would include the Company as a partner in marketing Inmarsat PLC’s connectivity solutions to the commercial aviation market. Under the MOA, SwiftBroadband and GX Aviation are the primary and preferred satellite services for Thales SA’s TopSeries IFE system.... Financial terms were not disclosed.”

In June 2013, Inmarsat bid alongside the Carlyle Group LP and the Blackstone Group LP for control over Singapore Telecommunications Ltd’s Australian satellite unit. [Reuters](#) reported, “SingTel, Southeast Asia’s telecom operator, values the satellite business of its Australian unit Optus at more than AUD2 billion (\$1.9 billion), and has put it on sale as it battles tepid growth in its key markets of Singapore and Australia. Inmarsat PLC, Blackstone Group LP and Carlyle Group LP are among the other suitors to submit bids ahead of the deadline. Blackstone, Carlyle, KKR, Intelsat, SES and SingTel declined comment.”

It also has [business agreements](#) with Malaysian shipping conglomerate MISC Berhad (MISC), signing its first big deal covering 46 of its vessels, “comprised of chemical and LNG tankers, for Inmarsat’s XpressLink service”.

Officially, Boeing 777 Malaysian Airlines Flight MH370 is still missing...

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