



**Report for period from launch to June 2017**

**Project370 (Limited) Inc**

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## OVERVIEW

In the period under review, the entity was established, registered a web domain, established a donations infrastructure and set about engaging (or attempting to engage) with various official role players involved with the operation of 9M-MRO, the search for the aircraft, the manufacturer and other interested and affected parties.

As detailed in the report, our outreach has met with mixed results with several official entities seemingly ignoring requests to co-operate in the event that the wreckage of the aircraft is found by our team or contractors while other official entities have been more interactive.

A back to basics revision of all known data on the aircraft and flight was undertaken and all scenarios submitted to the project team via its website have also been studied.

In regard to donations and other funding, this is detailed in the appropriate section of the report.

The Project remains active and is moving into its next phase, that of actually preparing to deploy a vessel as soon as may be possible as, in the opinion of the board, actual searches are now the only method of furthering the goal of resolving the whereabouts of the aircraft.

## ESTABLISHMENT AND LAUNCH

The entity was established to provide a neutral, unbiased and open facility where the many like-minded individuals who had been working independently on looking at all factual evidence regarding the loss of 9M-MRO could collate their efforts and, hopefully, create a node which, in the absence of other efforts, could in due course, possibly send out a privately funded survey vessel to the most likely area where the aircraft might be located.

The primary goal of those involved in the establishment and operation of the entity is to resolve the matter of the loss of the aircraft.

Such a resolution will provide both humanitarian and aviation safety benefits to the world.

This purpose is clearly set out in the founding charter of the charity.

### **Principle of Volunteerism**

From the outset, it was established that a guiding principle of the entity would be its volunteer driven persona. No member of the team, nor office bearer, could expect to derive any direct benefit from Project370 (Limited) Inc for their work on the project.

In addition, no travel or other incidental costs would be paid to any volunteer. This was decided upon by the board to ensure that no accusations of personal interest or accusations of attempting to profit from tragedy could be leveled against the company or its officers.

This principle has held in the period under review with all operational costs and other day to day incidentals (as set out elsewhere in this report) being funded by volunteers.

This means that all donations made to the entity to date are still held as donated with no costs (save for the various banking facilities charges) having been deducted from donated amounts. These facility costs have, however, been made good by the group so all donated funds are on hand.

### **Legal assistance in the USA and South Africa**

The board gratefully acknowledges the advice and assistance in the establishment of the entity given by Mssrs Blank Rome LLC of Washington DC, USA and Brookes Attorneys of Durban, South Africa who have both provided services on the basis that the entity covers their fees when it is capable of doing so either by way of direct donations from sponsors or from donations once a set amount has been reached.

Should there be any donors wishing to cover these fees the board would be grateful of such donations.

These fees have been agreed as totaling US\$8 500.00 for work and disbursements already undertaken and likely to be needed to the end of all registration and application procedures. These have not been invoiced and, as such do not appear on the financial summary for the period under review. The amount is noted here for reference.

## FUND RAISING AND COSTS

As the entity is still awaiting adjudication as a tax-free entity, the donation infrastructure providers used to date (PayPal and JustGiving) charged the entity a handling fee on processing donations.

At the 30<sup>th</sup> June 2017 these banking costs had amounted to US\$105.65 from PayPal and US\$5 from Just Giving Inc.

At the end of June, however, a team member approached the project co-ordinator to offer a one-off donation in order to make-good the shortfall occasioned by these banking institution charges to date. As detailed in the appropriate section, the charity thus has the full amount of all funds donated by the public in its account.

Once the tax-free adjudication is judged favourably, as the board expects it to be, these processing costs will fall away.

In addition to the fund raising by public donors which can be done via the Project370.org website, the team has been writing to several high profile individuals, likely project partners and corporations to set out the case for the funding of, or support of, the further search for 9M-MRO.

A total of 78 letters and e-mails had been sent in this regard to the end of June 2017. To date of preparation of this report, these interactions are ongoing but not yet at a stage where the names of potential partner entities can be released. Progress in this regard will be posted on the project website as and when it occurs.

The team continues with these engagements and will do so for as long as it may be needed. In total, the team has identified more than 500 entities and individuals which it will approach if the need arises.

## MEDIA RESPONSE

A total of 259 media briefings were sent to various entities by e-mail or delivered via mail to set out the case for a continued search for 9M-MRO and to explain the founding of Project370 (limited) Inc up to the end of June 2017. These included international entities such as SkyNews, CNN, ABC, FOX News, BBC, NOS and others.

Other than a news entity in the Malaysian peninsula publishing an article on Project370 the day after the site went live and a South African website publishing an article by the project co-ordinator in the week thereafter, there has been little to no coverage of the 9M-MRO story in general, and Project370.org in particular.

Save for these two articles and some other mentions on PAIN.net and the websites of Brian Wilson and Karlene Petitt, getting media interest in the project has proven difficult.

The only media corps which has, during the period of this report, been consistent with keeping the 9M-MRO story alive has been the Australian media and then only where there is an Australian interest, or individuals or entities from the country mentioning the accident, or allegedly working on its resolution, can be reported upon.

There have been several interactions with individuals via the Project office which would seem to indicate that any effort being made to search for 9M-MRO, other than those by their own interest group or the one they support, will be met (and indeed have been met) with a hostile response and actions by these individuals or groups.

It is the view of the board of Project370 (Limited) Inc. that such activities and entrenched positions are regrettable and, in our experience, they are only serving to confuse and/or alienate potential funders and push out the earliest likely date for the entire matter to be resolved.

Once again the board extends its willingness to offer the charitable entity and its infrastructure to any and all who have a genuine desire to work towards the goal of finding the aircraft. The project team is open to any and all approaches which will further this goal.

## ACTIVITIES UNDERTAKEN TO DATE

### Approaches to official entities/Corporations for information and to offer co-operation:

#### **ATSB Australia**

Requests were sent for access to the bathymetric scan data gathered during the searches southwards of the Batavia seamount towards the eventual searched area.

#### **Result**

Correspondence entered into and information exchanged. In addition, the ATSB has, together with GeoSciences Australia, made this information available publicly. More data will be released in 6 months time.

Ongoing.

#### **University of Western Australia**

Contact has been made with the leader of the team that conducted drift analysis resulting in the publication of a likely target area to request information and to invite them to assist the Project.

#### **Result to date:**

Correspondence entered into and information exchanged.

Ongoing.

#### **Malaysian Transport Ministry**

Communication sent to request a contact with which to liaise in regard to protocols to be followed to permit the civil aviation investigators to take control of any survey vessels Project370 might commission in the event that the wreckage is located. This was done to ensure that Project370 cannot be accused of interfering with the wreckage or disturbing any evidence.

#### **Result to date:**

No response.

#### **Malaysian Airlines**

Communication sent to request a contact and to ask questions about maintenance records on specific systems and subsystems and other aircraft data.

#### **Result to date:**

No response.

#### **Boeing Aircraft Company**

Communication sent to request information on flight control system behaviour in the event of certain failure modes and/or engine flame-out and various capabilities of the Auto Pilot system when running on emergency power/RAT to supplement information provided by ALTP volunteers on the project.

#### **Result to date:**

No response

## **GEOMAR AND NOAA**

Subscriptions purchased for access to drift data since 2015 paid for by a volunteer were continued.

### **Result**

Full charts of all drift buoy behaviour in the Indian Ocean since 1979 have been drawn up and analysed. These have positively ruled out many areas of the Indian Ocean where the aircraft cannot possibly be located (taken on the location of retrieved debris to date). The work has further narrowed the most likely latitudes for the location of the aircraft to between 24 degrees and 28 degrees South.

Ongoing

## **INMARSAT**

Communication sent to request a contact/representative to discuss/engage on the tracking methodologies used in the matter to date and to request access to raw satellite data.

### **Result to date:**

No response.

## **Communication with several airlines to request that they participate in fund raising awareness,**

### **Results to date:**

To the relevant date, three airlines have responded and discussions on the best campaigns are underway. The volunteer team will continue to pursue this avenue to try and facilitate an awareness campaign among the users of airlines worldwide.

## **Communication with autonomous survey vehicle builders**

The team was alerted to the fact that unmanned autonomous survey boats provided an option for lowering the cost of a survey. To this end contact was made with a firm mentioned in several reports as having such technology.

At the time of the contact, the firm itself informed us that the technology was not yet deployed or mature enough for the task we envisaged. We undertook, however, to maintain contact and monitor the progress of such technologies.

**Status:** Ongoing.

## **Volunteer group: ALTP holders and B777 crew (Flight ops group)**

Work was undertaken prior to the public availability of INMARSAT and ACARS data to predict the bounds of possible minimum and maximum flight times, likely routes and the service history (as can be obtained) of the aircraft..

While preparing this report new information came to light and the group has gone back to first principles in light of this data. Updates will be posted on the project site once this work has been completed.

**Status:** Ongoing

## **CONTACTS MADE/INFORMATION FROM PRIVATE INDIVIDUALS AND ENTITIES.**

An open call is in place on the project website for any entities or individuals to approach the project team with factual information as regards possible location of the aircraft.

This was made as, in spite of having narrowed down the possibilities for the location of the aircraft when deciding to set up the project, it is entirely possible that the other information might be available to cast a different light on the decisions made up to the establishment of Project370.

### **To date this has elicited the following responses:**

*From an individual claiming the aircraft was on Sumatra and he had traveled to the location where wreckage was clearly visible.*

#### **Evidence presented to support claim:**

Drawings and Powerpoint slides from the claimant.

#### **Action by project team on this claim:**

Not credible. No follow up unless photographic or other evidence can be presented.

*From an individual/group claiming the aircraft is underwater in the Bay of Bengal*

#### **Evidence presented to support claim:**

Satellite images from Google, tracks showing INMARSAT ping traces and a claim that a Russian company has technology to remotely scan the area and which has proven that materials used in airliner construction are located at the claimed site.

#### **Follow-up:**

Contact was made with the entity which apparently has the technology to scan the region to request their data and explanation of their methodology and other precedents where it has been used.

#### **Response from entity contacted:**

Nil to date.

#### **Action by project team on this claim:**

Try and elicit required information from the entity named. Try and obtain RAW INMARSAT data (See previous report on contacts/communication with INMARSAT) Also, try and obtain any and all depth scan data or other remote sensing which might have been undertaken over the claimed location prior to and since March 2014. Forensic examination of the satellite images provided did not provide any conclusive information to support the claim. Other images of the same area obtained by the team do not show the same "shapes". NOAA and GEOMAR drift data analysis does not support this area given the time frames involved between the loss and the recovery of debris nor the location of the recovered items.

#### **Current status:**

Under further investigation as a possibility secondary to the initial search area.



*A claim by an individual that the aircraft is just off the Antarctic Ice Shelf near South America.*

**Evidence presented to support the claim:**

Google earth images of the area.

**Action by project team on this claim:**

Establish the fuel range/timing involved as well as to use the NOAA and GEOMAR drift analysis from 1979 to present to see where any debris might have washed-up. The drift analysis alone would appear to make this claim untenable. In addition, the fuel/timing of the flight would make this possibility unlikely. Other images of the area have been studied and the images appear to be variable at best and, at worst, do not support the claim.

**Current status:**

In the opinion of the team, this is a highly unlikely location. Placed at the very back of the list of possibilities.

*A claim by an individual that the plot of the pings is incorrect and that the aircraft is in the ocean north of the equator, south of Sumatra.*

**Evidence presented to support this claim:**

Drawings and maps overlaid with the individual's plot of the satellite pings as he interprets them together with the actual ping data.

**Action by project team:**

The claim was initially rejected but was re-evaluated in the light of the full plot made of the drift buoy data since 1979. This revealed that there was a (previously unknown to the team) cross current that could move debris from the claimed area over the equator towards the south-western Indian Ocean. In addition, a full understanding of the interpretation of the ping data by this individual is being sought and clarification of the possibilities will still be sought from the satellite operator.

**Current status:**

Under further investigation as a possibility secondary to the initial search area.

## CONCLUSION

In the opinion of the team and the board, the initial area to which a search vessel will be dispatched remains the area of Western Australia between the sixth and seventh “arcs” no further than 28 degrees South..

In light of recent updates in regard to current flows off the Australian Coast obtained from University of Western Australia and the re-plotting of all the NOAA buoy data plus a comprehensive study by the project's pilot volunteers of the data released by Malaysia in July, the area from which the debris could have originated can be further narrowed to a relatively small zone of the ocean.

In the opinion of the board and team, any ship that is tasked to go to the area should, however, make a full sweep of the possible areas indicated by the research of Project 370, NOAA and the University of West Australia to date, These extend from the Batavia Seamount southwards along the area between the sixth and seventh arcs to a region just south of the area indicated by the University of West Australia.

The cost of getting the preferred survey vessel to the area will form the largest part of the expense in any new search. To then task it to look into all the remaining possibilities involved in the area off the Australian Coast makes the most sense.

However, the most likely target zone will be surveyed first and, only in the event it does not yield any results, will the survey be extended.

Having discussed methodologies with the survey operator, and using experience gained from volunteers who were involved with the survey to find the only other airliner to have crashed in the Indian Ocean in 1987, as well as studying other recoveries in deep water in subsequent years, a search procedure has been worked out to cover the most amount of area in the shortest possible time and rapidly eliminate or pinpoint areas for intensive study.

The board is still of the opinion that identification of the location is the main purpose of Project370. Further work to recover recorders and other investigations must, per the terms of international statutes, be carried out under the supervision and direction of the responsible ICAO mandated investigating authority. However, given the lack of communication by same, this aspect of the matter might have to be re-visited in the future.

As a percentage of the total cost, extending the initial search area to cover all the remaining possibility off the Australian coast is not prohibitive.

However, the team is still confident that a focused search, using the devised methodology, covering roughly 500 sq/km at a time will rapidly serve to either locate the aircraft or to exclude an area from the list of possibilities.

To this end, the initial quoted cost of mounting a new search for 9M-MRO in the area most likely to yield results remains in the region of US\$ 6.5 million as originally estimated.

Given that a lot of effort has already been expended in contacting possible funders, in addition to the fact that the entity has no day to day running costs that cannot be met in the forthcoming quarter, the board is, therefore, satisfied that it makes sense to continue the efforts already started to mount this new search.

**Income and expenditure to 30 June 2017**

**INCOME**

Donation amounts	
Via PapyPal from inception to 30 June 2017	US\$ 2 640.24
Via Just-Giving.org since inception to 30 June 2017 (Facility closed due to costs and lack of use)	US\$ 100.00
Shortfall contribution by Project370 team member to cover PayPal/JustGiving costs	(US\$ 110.65) <sup>6</sup>
Total of donations for period:	<b>US\$ 2 740.24</b>

**EXPENDITURE**

Service costs to PayPal to 30 June 2017	US\$ 105.65
Service cost to Just-Giving <sup>(7)</sup> to 30 June 2017 (Single donation of US\$100.00)	US\$ 5.00
Total for period:	<b>US\$ 110.65</b>
<b>Add back donation to cover these costs</b>	<b>(US\$ 110.65)</b>
<b><u>NETT POSITION AT END JUNE 2017</u></b>	<b><u>US\$ 2 740.24</u></b>

NOTES:

1. Running expenses of the site & mail server are covered by a sponsor in the Republic of South Africa who is directly billed for these services.
2. Social media monitoring is provided by volunteers from a media company in the Republic of South Africa.
3. Postage and other office costs are covered by volunteers as they are needed.
4. Legal fees for establishment of charity and submissions to various registration authorities will total US\$8500.00 when complete. These have not yet been invoiced but this amount is noted for reference.
5. The JustGiving facility has been discontinued.
6. A donation was made by a project member specifically to counteract this cost.
7. A print-out from PayPal reflecting these costs is available on the Project370.org website and is released with this report.

Project370  
donations@project370.org

Date	Description	Status	Currency	Gross	Fee	Net
3/3/2017	Donation Payment: [REDACTED]	Completed	USD	3.00	-0.42	2.58
3/3/2017	Donation Payment: [REDACTED]	Completed	USD	65.00	-2.84	62.16
3/4/2017	Donation Payment: [REDACTED]	Completed	USD	25.00	-1.28	23.72
3/5/2017	Donation Payment: [REDACTED]	Completed	USD	100.00	-3.20	96.80
3/5/2017	Donation Payment: [REDACTED]	Completed	USD	50.00	-2.25	47.75
3/8/2017	Donation Payment: [REDACTED]	Completed	USD	5.00	-0.50	4.50
3/8/2017	Donation Payment: [REDACTED]	Completed	USD	5.00	-0.50	4.50
3/10/2017	Donation Payment: [REDACTED]	Completed	USD	10.00	-0.69	9.31
3/10/2017	Donation Payment: [REDACTED]	Completed	USD	50.00	-2.25	47.75
3/12/2017	Donation Payment: [REDACTED]	Completed	USD	30.00	-1.47	28.53
3/12/2017	Donation Payment: [REDACTED]	Completed	USD	50.00	-1.75	48.25
3/12/2017	Donation Payment: [REDACTED]	Completed	USD	100.00	-3.20	96.80
3/13/2017	Donation Payment: [REDACTED]	Completed	USD	10.00	-0.59	9.41
3/14/2017	Donation Payment: [REDACTED]	Completed	USD	10.00	-0.59	9.41
3/19/2017	Donation Payment: [REDACTED]	Completed	USD	500.00	-14.80	485.20
3/19/2017	Donation Payment: [REDACTED]	Completed	USD	100.00	-4.20	95.80
3/19/2017	Donation Payment: [REDACTED]	Completed	USD	40.00	-1.46	38.54
3/20/2017	Donation Payment: [REDACTED]	Completed	USD	10.00	-0.59	9.41

## Transaction History

January 01, 2017 through June 30, 2017



Date	Description	Status	Currency	Gross	Fee	Net
3/21/2017	Donation Payment: [REDACTED]	Completed	USD	20.00	-0.88	19.12
3/21/2017	Donation Payment: [REDACTED]	Completed	USD	10.00	-0.59	9.41
3/25/2017	Donation Payment: [REDACTED]	Completed	USD	40.00	-1.46	38.54
3/28/2017	Donation Payment: [REDACTED]	Completed	USD	40.00	-1.46	38.54
4/6/2017	Donation Payment: [REDACTED]	Completed	USD	50.00	-1.75	48.25
4/15/2017	Donation Payment: [REDACTED]	Completed	USD	115.24	-3.64	111.60
5/3/2017	Donation Payment: [REDACTED]	Completed	USD	1,000.00	-44.30	955.70
5/12/2017	Donation Payment: [REDACTED]	Completed	USD	100.00	-3.20	96.80
5/29/2017	Donation Payment: [REDACTED]	Completed	USD	100.00	-3.20	96.80