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MH370 Revisited Part 1: Malaysians Defy Zionist Disinformation

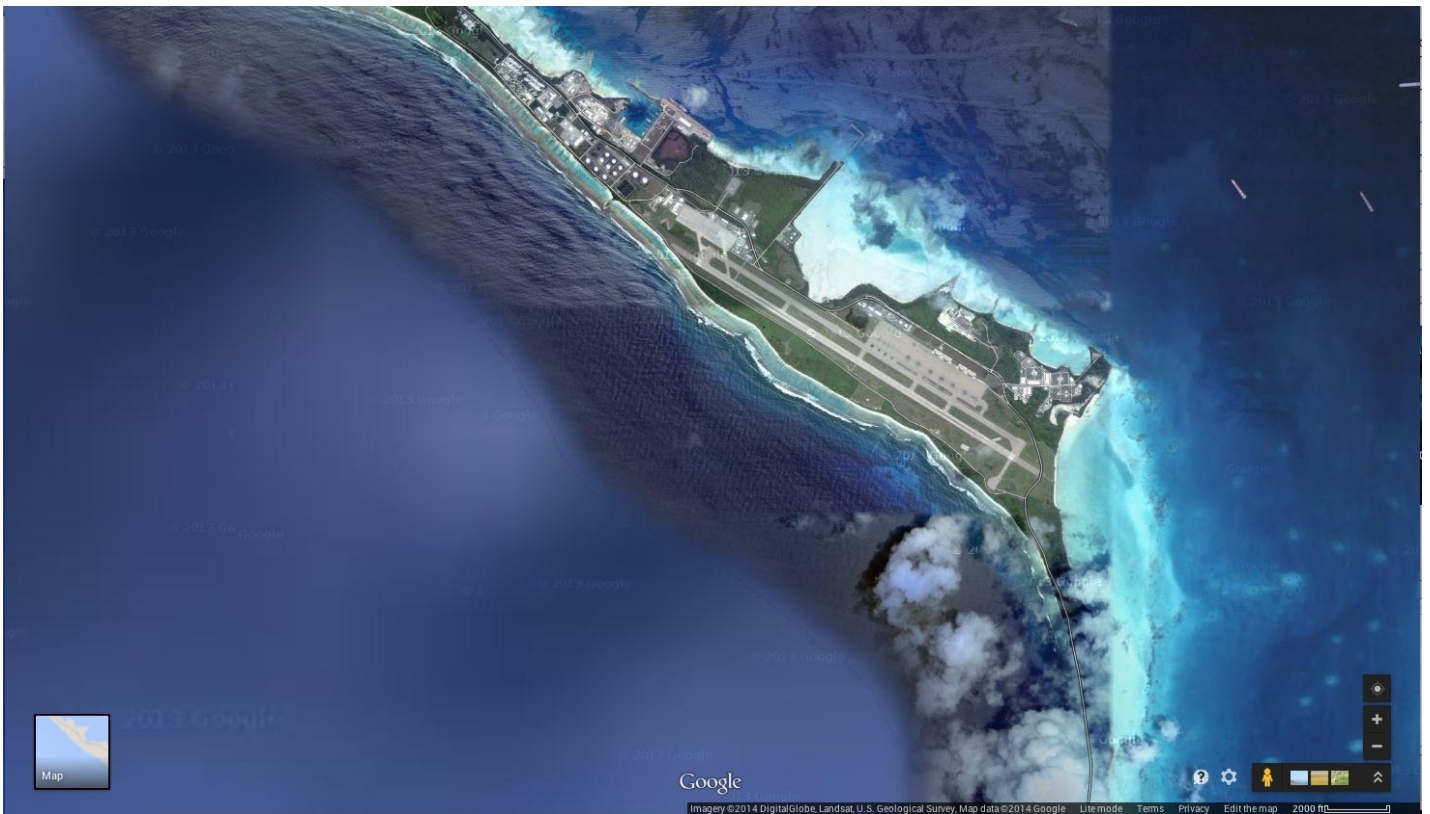
By Yoichi Shimatsu
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KUALA LUMPUR - At a closed-door seminar on the disappearance of Malaysia Airlines Flight 370, veteran police commanders and retired military officers said that erroneous media reports and bizarre blogger theories are aimed at debunking the logical conclusion that the jetliner was hijacked. Trivialized speculation and futile searching have presented a mid-sea crash as the only possible scenario and a given fact without a shred of evidence.

Meanwhile the country's largest ad agency is pushing a cynical publicity campaign to persuade families and friends to give up the search for their loved ones. Across the capital Kuala Lumpur, gigantic billboards and electronic signs are posted with "condolences" and "mourning" for those aboard MH370, asserting without an iota of proof that the passengers are dead. The shadowy ad firm Ganad behind this cruel hoax is hardly a moral standard bearer, after admitting to unreported business contracts and bribery in a court of law last year.

Who could be behind this campaign to demoralize the Malaysian public? A veteran Malaysian police detective at the seminar said that psychological-warfare tactics are being orchestrated from the Mossad station in neighboring Singapore, a stronghold of Zionist influence since the colonial era. The SingaIsraeli cover-up has backfired, however, as millions of skeptical Malaysians filter fact from corporate media lies and hold on to the possibility that someday, somehow the hostages will be freed from captivity.





Emerging Consensus Points to Israel as Perpetrator

The consensus among the gathering, which included veteran police and military officers who have insider access to government information, includes:

- The last radar detection of MH370, picked up by an airport at Surathani, Thailand, showed the jetliner moving due west between Penang and Lankawi island, past 2 a.m. when radar at the local international airports had already closed. The plane was not following a southerly arc toward Australia as erroneously suggested by European aircraft experts cited in the mass media.
- Eyewitness accounts of a low-flying jetliner over the Maldives are bona fide and consistent with other evidence showing the jetliner was forced to land on nearby Diego Garcia island, a US military facility in the British-controlled Chagos Islands group, where a large contingent of Israeli Defense Force personnel are stationed.
- The early-on claim that two Iranian terrorists were aboard was a red herring planted by the Mossad. The European passports in their possession were stolen in Thailand and their air tickets were purchased over the phone, suggesting a frame-up by Israeli spies, who operate out of the Chabad Houses in Kuala Lumpur and Bangkok. The false terror scare was a ruse to convince the US military to permit MH370 to land at Diego Garcia.
- Before departure from Kuala Lumpur International Airport (KLIA) the pilot ordered extra aircraft fuel, indicating a plan to fly the jetliner after transiting at Diego Garcia. With full fuel tanks, a Boeing 777 can easily reach Israel.



The map of southern tip of Diego Garcia shows where the MH370 passengers were detained, at an abandoned NSA complex at the top of the map, recently used as a prison for rendition suspects. Formerly called the Ground-based Electro-Optical Deep Space Surveillance center, it was used by the NSA to track and process data from spy satellites. Its functions have been replaced by USAF-NSA orbital platforms. The demolished satellite dish park is shown below the NSA complex.

The Unknown Soldiers

On March 18, some 10 days after the hijack, American passenger Philip Wood managed to send an i-Phone message, consisting of a dark "selfie" photo of his hooded head. His voice message was probably received, transcribed and edited into a standard SOS text by his fiancée Sarah Bajc, a business executive in Beijing with intelligence connections. His message reads:

"I have been held hostage by unknown military personnel after my flight was hijacked (blindfolded). I work for IBM and I have managed to hide my cellphone in my ass during the hijack. I have been separated from the other passengers and I am in a cell. My name is Philip Wood. I think I have been drugged as well and cannot think clearly."

The key words here are "unknown military". A trained security expert, Wood would have detected British, Australian or Turkish accents among the hostage takers. The only other military contingent on Diego Garcia, second only to Americans in numbers of personnel, are the Israelis. Dressed in unmarked uniforms, the Israelis would speak in English with a variety of accents and therefore fit his description of an "unknown military."

Wood was unaware of his location. GPS data from his i-Phone phone indicate that the passengers were held in the southeast sector of the ring-shaped atoll at an abandoned NSA facility. Formerly known as the Ground-based Electro-Optical Deep Space Surveillance center, the fenced site with several structures has been used for extraordinary renditions in the war on terror, as attested to in a 2009 lawsuit in a London court by two Egyptian prisoners secretly detained there, as reported by The Guardian.

As shown in the Egyptian suspects' court testimony against the British military, allied forces have had free rein to run their own operations on Diego Garcia without interference from the US military. Therefore, it was possible for the Israelis to remain in control of the Flight 370 passengers and crew at the remote NSA facility, after turning over the two Iranians to American interrogators.

Wood's role as the security expert for the Freescale Semiconductor team aboard MH370 would have prompted the Israel team to separate him from other passengers for solitary confinement. He was taken the switching facility for an abandoned array of satellite dishes, which appear as circles on the ground, south of the NSA compound.

The Israeli commandos isolated Wood because, as the team security expert, he was the only person who knew how to organize the computer programmers and other passengers to refuse to disclose their names and job titles to their captors. By hiding or exchanging their passports, and refusing any cooperation, the passengers could prevent the hijackers from completing their mission of identifying the Freesoft staffers and taking them on a smaller military aircraft to Israel. Wood's task, in contrast, was to protect the data, so vital to American national security, whatever the sacrifice.

By March 24, Sarah Bajc's on camera interviews with CNN and BBC bureaus in Beijing, and her pleas to the US Embassy, spurred the State Department and CIA officials to launch an inquiry as to why an American security expert was being held by a foreign

military. Once investigators examined the GPS data sent with the i-Phone photo, American intelligence officials realized to their dismay that MH370 was parked on the US military base in Diego Garcia.

That shocking discovery caused the American officers at Diego Garcia to order the Israelis to remove the plane and its passengers from their jurisdiction. Since a return to Kuala Lumpur would have caused an uproar, the only acceptable destination was a Royal Australian Air Force base in the Outback, north of Perth. RAAF Base Pearce at Bullsbrook is a joint-use base with the Singapore Air Force, putting it under de facto control of the Israel Air and Space Wing, which organized the MH370 hijacking.

By hiding the plane in Western Australia, the military allies could to buy time to resolve the diplomatically embarrassing crisis. The plane never reached that holding center.



IBM security expert Philip Wood was kept in solitary confinement at this power switching station after "unknown military personnel" separated him from other passengers. The circles are foundations of dismantled satellite dishes and microwave-relay towers used by the NSA satellite-tracking station. From this site, he managed to send an SOS message from an i-Phone that he had hidden in his underpants.

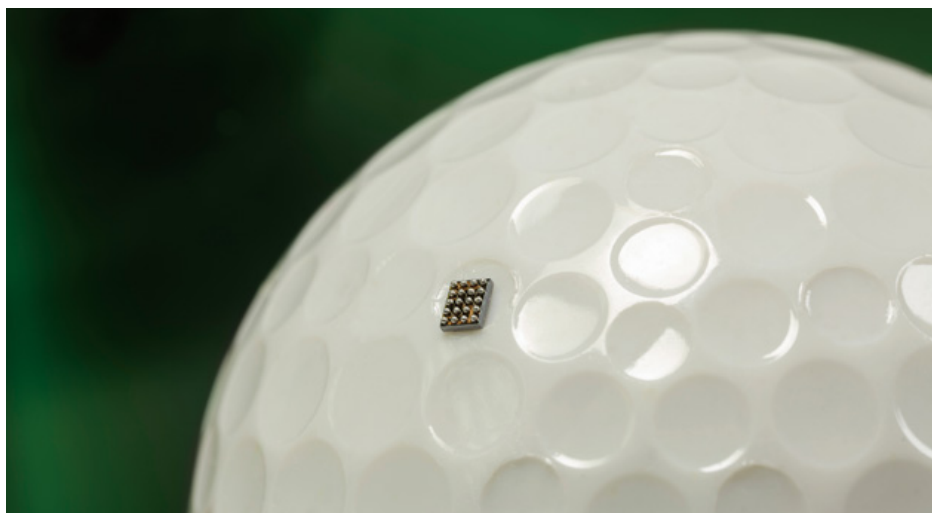


Prenuptial Tragedy

The probable recipient of Wood's smart-phone message is his Beijing-based fiancée Sarah Bajc. A marketing expert for high-tech companies, she has professional links with the US Commerce Department, which began early in her career as a member of a federal committee on foreign trade. Former Commerce Secretary Gary Locke was US Ambassador to Beijing until the end of 2013, so she had personal access to the Embassy. As such, she has connections with US intelligence officer and the Western news media, including CNN and BBC, which covered her shocking statements that governments were running a cover-up over the hijacking and that the MH370 passengers were still alive.

In many ways, the romantic link between Wood and Bajc as tech-security experts was similar to the relationship between CIA counter-proliferation agent Valerie Plame and Ambassador Joe Wilson. By no odd coincidence, the opponent of both brainy couples was the same: Israel along with its neoconservative operatives in the Pentagon.

Bajc claimed the jetliner was escorted by fighter jets. That sighting on descent to Diego Garcia was possible due to Wood's security training, which enables an agent to regain consciousness against a dosage of sedatives, in this case sleeping gas released inside the airplane cabin. While civilians tend to succumb to drowsiness aboard vehicles, security agents undergo psychological training to revive themselves from sedative-induced slumber. As a result, Wood saw the jet escort and realized that MH370 had been remotely hijacked.



Asleep at the Wheel

The possibility that the passengers and crew were sedated via the air vents was confirmed by a police detective and a military officer at the Kuala Lumpur seminar. Calls to mobile phones of passengers aboard MH370 by relatives triggered ring tones that went unanswered, indicating the passengers had been drugged. That scenario gains credible support from the erratic steering just before MH370 made its U-turn to cross over the peninsula, indicating that the pilot was struggling with drowsiness just before the controls were taken from his hands by an electronic hijack.

The release of airborne-tranquilizers via the interior vents was patented in August 2003 by inventor Jose Paul Moretta, as part of a remote-piloting system to foil terrorist hijackers. Aircraft manufacturers may have developed a working system a decade earlier, at least since 1995, for installation on high risks air routes, for example, the Middle East.

Oxygen deprivation is not used in emergency situations because it can cause permanent damage to the brain and sensory organs. That false media claim by so-called aircraft experts is obviously intended to maintain airline secrecy about the anti-hijacking system aboard many large jetliners. The existence of a gassing system explains why airline regulations forbid oxygen cannisters aboard passenger jets, since an independent air supply would enable terrorists to stay in control of a hijacked jet.

(There is inconsistency over the specific Boeing 777 used for Flight 370 on March 8, with the Malaysian Air Service claiming it is a wholly owned aircraft delivered in March 2002. In contrast, the Planespotters group surfaced a document indicating the plane is an older model leased to MAS by GA Telesis. A change of plane number, with cooperation from Boeing Southeast Asia, is not inconceivable for two purposes: insurance claims for the loss of a plane and passengers; and to hide the past installation of a tranquilizing system when the jet was owned by the Kuwait aircraft leasing firm ALARCO. Corruption and cover-ups are standard practice at Boeing Southeast Asia, which under its current management is allegedly engaged in criminal trafficking activities along with bribery and kickbacks for plane sales.)

The electronic takeover of MH370's controls over the Gulf of Thailand is a telltale sign that the pilot lost his nerve at the last minute and had failed to turn the aircraft westward as ordered by his spymaster. It will never be known whether the pilot realized that he was under Israel command, since espionage agencies use "cut outs", middlemen who appear not to be associated with the operation planners. His assumption was probably one of aiding Islamic extremists, as is the case in many so-called jihadist false-flag attacks secretly organized by the Mossad against US or Arab interests.

The Titiwangsa Mountains, which forms the backbone of the Kra Peninsula, is risky for pilots even in daylight hours because of its jagged peaks. During nighttime, downdrafts are especially dangerous, and MH370 crossed one of the highest passes of the Main Range.

A Loss of Nerve

After takeoff from Kuala Lumpur airport just after midnight, the pilot should have veered off the scheduled route to Beijing while the aircraft was still overland and not yet reached the seacoast. To the northeast of Kuala Lumpur, the jetliner could have safely slipped between the lower-elevation Genting Highlands and Fraser Hills for radar invisibility and turned westward, remaining far south of radar range of the international airports at Penang and Langkawi island.

The pilot, however, missed the easiest turning points and proceeded beyond the Pacific coast, missing other possible crossing lanes over the increasing higher Main Range. When the plane crossed the extended Malaysian-Thai maritime boundary, a radar station at Kota Terengganu, south of the Thai border, picked up signals indicating sudden erratic right and then left turns, first rising and then dropping to a much lower elevation. These out-of-control movements indicate the pilot was having problems with steering the aircraft. The plane's radio communications was suddenly cut off, as indicated by the co-pilot's futile attempt to make a distress call from his mobile phone.

If the cockpit vents were indeed spewing tranquilizer gas, the pilots could have easily put on their oxygen masks and ordered the loosening of breathing masks inside the passenger cabin. Obviously, the emergency oxygen system had tampered with by a Boeing mechanic at Kuala Lumpur International Airport or earlier at Tarbes-Lourdes Airport in the French Pyrenees, where the leased planes was parked and serviced by GA Telesis for six months of 2013. The plane actual production number is therefore vital to the investigation, regardless of insurance claims.

Within minutes, a Thai military radar unit at an undisclosed location, picked up signals indicating the plane turned around and was flying back toward Malaysia. That U-turn, following some confused movements, indicates that an Israeli satellite or electronic-warfare aircraft had successfully taken over the controls of MH370.

The Boeing 777 then crossed over a series of peaks of three Malaysian states, including Terengganu, Perak and Kedah. After 2 a.m., the jetliner slipped through the gap between Penang and Lankawi airports, where its trajectory over Butterworth rail station was picked up by a radar unit at Surathani Airport in Thailand, which was probably alerted by Thai military aircraft trackers. Thailand will not disclose what it knows because of its recent purchase of a fleet of SAAB fighter jets to counterbalance Malaysia's Sukhoi attack planes.

No pilot would attempt such a crazed high-risk flight path over a series of mountains at nighttime. Therefore the only possible explanation is that the pilot failed to perform his assigned task, and an electronic hijacking system took over the cockpit for a mad

dash toward Diego Garcia with the crown jewels of American technology and a cargo of unsuspecting passengers fast asleep under the effects of drugged air.

Faking a Mid-Sea Crash

After their harrowing stopover at Diego Garcia, what could have happened to MH370? With Phil Wood out of their way and possibly dead by March 20 at an isolated corner of Diego Garcia, the passengers apparently continued to refuse cooperation with their Israeli captors.

Thus, delays stymied the Israeli effort to identify the computer programmers who had developed the game-changing Kinetis KL02 and KL03 microcontroller chips, the core of a new generation of ultra-small weapons, which Israel hopes to deploy against Iranian military installations and underground nuclear plants. The debriefing of passengers would thus require more interrogation time and more interrogators with Malay and Chinese language skills than available on Diego Garcia.

Then, as State Department intelligence began its inquiry into the solitary confinement of the American security expert at an US military base, the Israeli had to quickly move the passengers off Diego Garcia. The American garrison obviously could not have the physical evidence of the Malaysian plane nor the illegal detention of more than 200 civilians uncovered by diplomatic intelligence and CIA agents.

Sleight of Hand

The planned move to Australia was unacceptable to IDF Headquarters in Tel Aviv. The Freescale chip designers were urgently needed to produce their breakthrough microcontrollers in Israel. The Israeli military-industrial complex was obsessed with a crash program to design and build ultra-small self-guided weapons for the coming attack on Iran's underground nuclear plants, air-defense system and command-and-control centers.

Therefore, the Israeli pilots headed toward Australia as ordered by the American military but then faked an air crash in the southern Indian Ocean. A steep nosedive with last-second pullout was enough to deceive the Australian and US governments. After a radar image was picked up in Perth, the pilot turned the plane around in the opposite direction, toward the Red Sea and Israel. This is why the sea search was not launched until more than two weeks after the plane went missing.

Once again, MH370 evaded radar detection, this time on its final journey, to the Promised Land.

[Part 2 of MH370 Revisited](#) examines the defense intelligence background of Philip Wood and his struggle against technology piracy by foreign agents.

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