MH370 EVIDENCE GAP AND SPECIALIST REVIEW REGISTER

Version 0.6

Evidence cut-off: 7 August 2026

READY FOR SPECIALIST REVIEW - PUBLIC RELEASE NOT AUTHORISED

Reality before reliance. Verification before interpretation.
No conclusion stronger than the available evidence.

Independent public-source case study - not a client engagement
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EVIDENCE GAPS

V06-EG01	Main wreckage / exact wreckage coordinate	EXTREME	Direct detection required; desk research cannot resolve.
V06-EG02	FDR and CVR	EXTREME	Requires recovery and readable recorder data.
V06-EG03	Full raw military-radar dataset	HIGH	Could refine track, altitude, speed and target association.
V06-EG04	Full original simulator forensic corpus	HIGH	Needed to test file/session relationships beyond the published summary.
V06-EG05	Independent SATCOM computational reproduction with full ephemeris/error budget	HIGH	Required before high external reliance on exact model outputs.
V06-EG06	B777 SDU/electrical power-path specialist validation	HIGH	Required for 18:25 and 00:19 mechanism validation.
V06-EG07	Current 2025-2027 Ocean Infinity AUV tracks, sensor QC, contacts and detection confidence	HIGH	Not sufficiently public for independent exclusion analysis.
V06-EG08	Complete item-level debris provenance/custody corpus	MODERATE-HIGH	Would improve reproducibility and attribution control.
V06-EG09	Independent physical-oceanography comparison of competing location families	HIGH	Needed for narrow-location ranking.
V06-EG10	Occurrence-specific evidence of fire, decompression or hypoxia	HIGH	No public occurrence-specific evidence resolves H1/H2/H6.
V06-EG11	Direct actor and intent evidence	EXTREME	Current public evidence does not identify controller, intent or motive.
V06-EG12	Institutional right of reply and external specialist review	HIGH FOR RELEASE	Required before externally relied-upon final publication.

SPECIALIST QUESTIONS

SATCOM / RF

- Independently reproduce the final BFO calculation including track, horizontal/vertical velocity coupling, satellite ephemeris, AFC, terminal bias and oscillator warm-up uncertainty.
- Test whether the 2024 declination model materially changes the permissible 00:19 flight-state range.
- State the strongest defensible inference from the last two BFO values without overstating an exact descent rate.

BOEING 777 SYSTEMS

- Validate the SDU power path and conditions required for the 18:25 and 00:19 re-logons.
- Assess whether routine single-generator loss or bus transfer is sufficient for the 18:25 reboot.
- Validate the fuel-exhaustion/APU auto-start sequence and IFE reconnection expectations.

RADAR / FLIGHT OPERATIONS

- Assess reliability limits of the Malaysian primary-radar speed/height reconstruction.
- State how strongly the diversion supports active/manual or programmed control, separately from actor identity.
- Assess end-of-flight control-state possibilities consistent with the final SATCOM data.

STRUCTURES / OCEANOGRAPHY / SEARCH

- Review the right-flap retracted-state inference and its actual effect on controlled-ditching hypotheses.
- Compare competing narrow-location families using consistent drift assumptions and uncertainty.
- Quantify responsible exclusion confidence for historic and current searched seabed.