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MH370

Executive Decision Record - Version 0.5

AUTHOR APPROVED COMPLETE RESEARCH EDITION - AWAITING INDEPENDENT SPECIALIST REVIEW

Evidence cut-off: 7 August 2026

External specialist validation: pending

Institutional right of reply: pending

REALITY BEFORE RELIANCE | VERIFICATION BEFORE INTERPRETATION | EVIDENCE BEFORE NARRATIVE

Independent public-source case study - not a client engagement

Document control	Value
Matter	Malaysia Airlines Flight MH370
Aircraft	Boeing 777-200ER, registration 9M-MRO
Operating mode	Independent public-source case study - not a client engagement
Evidence cut-off	7 August 2026, 14:08 UTC / 16:08 SAST
Current dossier state	Version 0.5 Controlled Internal Final / Author Approved Complete Research Edition - Awaiting Independent Specialist Review
External specialist validation	Not completed
Adversarial review execution	Not completed
Institutional right of reply	Not completed
Legal/fairness review	Not completed
Public release	Not authorised
Author approval	Approved by Paul Hattingh on 7 August 2026
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Decision-grade synopsis

What was investigated: the public evidence concerning MH370's normal departure, abnormal route, surveillance loss, satellite signalling, end-of-flight, recovered debris, searches, competing causal explanations and institutional response.

What the strongest evidence establishes: a westward diversion, prolonged multi-hour flight, a southern route and ultimate loss in the southern Indian Ocean, supported by confirmed physical debris.

What it does not establish: initiating cause, controller identity, intent, motive, exact impact coordinate or exact breakup sequence.

Current causal position: H3 deliberate onboard human action and H6 emergency response followed by later incapacitation remain joint top-tier broad survivors. H8 INDETERMINATE remains the final cause state.

Permitted reliance: high on broad route/loss-region conclusions; conditional on active control, fuel exhaustion, final descent and flap-state implications; no reliance on exact-coordinate or named-actor claims as established facts.

Decision-safe findings

Finding	Status	Decision significance
Normal initial flight	ESTABLISHED	R1
Normal secondary surveillance later ceased	ESTABLISHED	R1
Westward diversion	VERY STRONGLY SUPPORTED	R2
At least part of initial diversion involved active control	STRONGLY SUPPORTED	R2; specialist-dependent
Specific manual transponder shutdown by identified person	NOT ESTABLISHED	R3
18:25 SATCOM log-on occurred	ESTABLISHED	R1
Cause of 18:25 event	INDETERMINATE	R4
Continued multi-hour flight after radar phase	VERY STRONGLY SUPPORTED	R2
Southern route	VERY STRONGLY SUPPORTED	R2
Southern Indian Ocean loss	VERY STRONGLY SUPPORTED	R2
Fuel exhaustion as final power-sequence explanation	STRONGLY SUPPORTED	R2; systems review pending
Final BFOs compatible with substantial rapid descent	STRONGLY SUPPORTED, MODEL-DEPENDENT	R3
Confirmed MH370 debris exists	ESTABLISHED	R1
Right outboard flap most likely retracted at separation	STRONGLY SUPPORTED, SPECIALIST-DEPENDENT	R3
Exact breakup sequence	INDETERMINATE	R4
Explosive destruction as established cause	NOT ESTABLISHED	R4
Around 35S as exact location	NOT ESTABLISHED	R4
Around 25S as solved location	NOT ESTABLISHED	R4
Exact wreckage coordinate	INDETERMINATE	R5
Pilot-in-Command as established actor	NOT ESTABLISHED	R4
Terrorism	UNSUPPORTED	R5
Remote takeover	UNSUPPORTED	R5
Material institutional response/coordination failures	ESTABLISHED	R1
Coordinated Malaysian government cover-up	UNSUPPORTED	R5

What could change the decision

- Recovery of main wreckage, FDR or CVR.
- Authentic raw radar/cockpit evidence.
- A material specialist RI-4 finding.
- A credible search contact or new physical evidence.
- New primary evidence through institutional right of reply.

Release decision

Author approval was granted by Paul Hattingh on 7 August 2026. The dossier is suitable for controlled internal research use and dispatch for independent specialist review. It is not yet suitable for public Version 1.0 reliance.