

By David F, 11th Feb, 2026. **About The Final Descent**

A priority for Captain Zaharie, assuming for these purposes he was the MH370 hijacker, would be to conceal his involvement, protecting his reputation and his family's.

Aside from going dark and avoiding radar coverage after he turned off his north westerly course, having feigned a hijacking, apparently by zealots, he needed a final descent that would minimise the likelihood of his involvement becoming evident. The aircraft had to disappear.

Emerging into a daytime flight and descent clearly would risk, unnecessarily, the aircraft being sighted by a vessel or even an aircraft, before or during descent.

To me, it would have been more logical for him instead to have planned a night unlit descent, unseen and quiet, where any impact noise heard would have no apparent cause or bearing so could be shrugged off.

As to manning the aircraft to the end, he would be conscious of the uncertainty of the distance the aircraft might glide if unmanned, possibly into daylight. Thus he might well elect to control the descent, looking to his home simulator for help with rate.

To minimise descent noise he would expect to be able to shut the engines down at altitude after a reconnoitre at idle, still retaining a glide capacity during the descent in case any dim light of a yacht or small fishing boat became apparent.

After he shut the engines down from idle he would start the APU for flight control.

His planned crash locality would need to be remote from all radars, shipping lanes and aircraft routes yet constrained by the night descent requirement and by the need to have a fuel reserve against unexpected conditions, events and encounters on the way.

Since to him it would be unlikely that any ditching attempt, powered or not, would minimise flotsam, he would plan to reduce both floating and sunken wreckage size and flotation by shattering the aircraft, with vertical speed, as best he could.

This also would maximise sunken wreckage dispersion and ensure there would be no ELT transmission.

Besides, such a crash would resolve the what-next for him personally.

The UGIB LEP entails a crash in daylight and entry into Jindalee's nominal coverage area so is inconsistent with the above as is a flight to fuel exhaustion, unmanned or not, with all its uncertainty and inflexibility.

So if in the event the aircraft did make a daytime descent, something might have gone wrong or he lost heart.

If the former, having opened the outflow valves at around IGARI to depressurise he might well have shut them fully once all in the cabin were incapacitated so that he could remove his oxygen mask.

Bleed air or packs might have remained selected but had he deselected either earlier he would now re-select it to restore some warmth, re-pressurising in both cases; though with the outflow valves fully closed there would be little engine air bleed. By chance then, he would save enough fuel to approach or reach the UGIB LEP.

Some mistake in all of this may have led to hypoxia: he might well have been distracted.

As to losing heart, on restoring communications that had been de-powered/deselected at IGARI he might well have expected to learn, at least, of an embarrassed alert having been issued by Malaysia to countries to the north-west and of like consternation at the quite evident Malaysian lack of self-defence, yet heard nothing. He may well have taken this to mean that his simulated high jacking by zealots had gone unnoticed and the aircraft had neither been tracked nor, as yet, even missed. So the Malaysian government and its prime minister, yet to learn of the aircraft's mysterious loss, apparently in the Gulf of Thailand, would not be faced with the destabilising opprobrium he had intended. So he had failed.

Alternatively it was neither of these; he did crash the aircraft that night as he intended, its final APU powered transmission being as per the Inmarsat record but that site was further north and/or west than the UGIB high probability area. Possibly also he did glide during the descent, by choice, determining the way was clear for that, thereby taking the added precaution of leaving no infra red final track for a satellite to record.

The question is whether this could be squeezed into the UGIB's BTO/BFO/drift/fuel 2 sigmas, noting that some bottom searches have succeeded in low probability areas.

Should the currently planned search fail it might be worth looking into this a bit more.