

*The mystery of Malaysian Airlines 370,  
that 'disappeared' on March 8<sup>th</sup> 2014.*

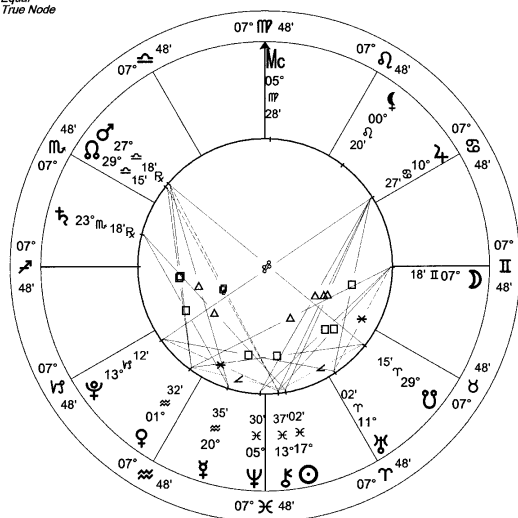
*An astrological analysis based upon new techniques discovered and published in  
my book 'Degrees of Flight' (2004) combining astrology with science in the form  
of official incident and crash reports.*

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The aviation event that occurred on March 8<sup>th</sup> 2014, with the disappearance of flight MAH370 is unprecedented. Facts are hard to come by, and misinformation plentiful, suggesting that there is something complicit in this event to muddy the waters. Can astrology offer any clues as to what happened? I think it can, using techniques and methodologies created in *'Degrees of Flight'* that I published in 2004.

MAS370 v/o  
Natal Chart  
8 Mar 2014  
00:41 CCT -8:00  
Kuala Lumpur  
03N10.101E42  
Geocentric  
Tropical  
Equal  
True Node



Facts, such as the take-off with an actual time, are few and far between in this issue making any analysis difficult. The few facts we know are that a Malaysian Airlines Boeing 777 with a registration of 9M-MRO departed Kuala Lumpur at 00.41am LZ (Local) for Beijing on March 8<sup>th</sup> 2014. Astrologically, even as a 'stand alone' chart it offers some strong aviation connections. It has a 7 degree Sagittarius ascendant. Almost on *The Degree* of flight at 5 degrees<sup>1</sup>, but what makes this moment especially poignant is the Moon, opposite at 7 Gemini. The Moon on the angles, and on the descendant expressing through 'others' as opposed to 'self' on the ascendant gives this moment a powerful connection to the aviation past in a reflective and emotional way. Jupiter, the

chart ruler sits in the 8<sup>th</sup>, opposite the 8<sup>th</sup> ruler Pluto in the 2<sup>nd</sup>. It suggests some quite deep power and authority issues, but as to what and where, we'll keep this in mind. It is also square to Uranus in the 5<sup>th</sup>, creating a T square suggesting sudden shocking events or frustrations. In aviation terms Uranus generally means explosions or sudden events. Jupiter's further Trine contacts to the Sun, Chiron and Neptune suggest this is a 'personality growth' event, with associated wounding and mystical, transcendental aspects. Growth in this sense with Jupiter in the 8<sup>th</sup> can mean physical death and transformation into the afterlife. The Sun is Trine Saturn in the 12<sup>th</sup>, in Scorpio to boot, suggesting great organisation to get things done, but those things appear to be fundamentally transforming and of an ending phase in the 12<sup>th</sup> rather than a new project phase. The Moon too has several strong contacts – Sextile Uranus, Square Chiron and Neptune, and Trine Venus suggesting a similar outlook of excitability, wounding and shared emotional events. Neptune itself sits square to The Degree at the bottom of the chart giving us another T square with the ascendant/descendant axis. What's crashing about in the basement here is not only confusion, but idealism and a desire to transcend the material. You'll not be surprised to know that Neptune in aviation seems to show the aircraft 'disappearing' in some way.

Mars sits on the north Node, giving some fizz to make things happen. Mars here will trigger 'lifblood' issues. It is square to Venus on one side, and square to the black moon on the other giving us another T Square if we use the black Moon. I

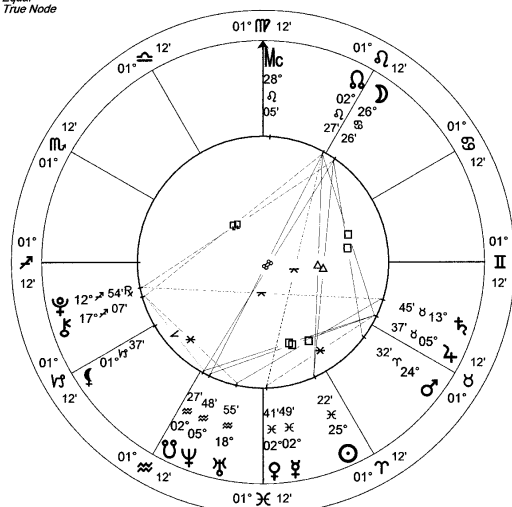
<sup>1</sup> Kitty Hawk chart MC. (17th December 1903. 10.35 EST. Kitty Hawk USA.)

use the black Moon in astrology because it is a hypothetical point, (Like the Nodes) where we 'refuse to acknowledge' what can go wrong. In highly complex machines like aircraft, much can go wrong, and if it's not acknowledged, usually due to human ego thinking it won't or can't happen, this is when fate strikes, forcing the human ego to acknowledge the issue.

So what was the refusal to acknowledge issue here? The take-off black Moon at 00.20 Leo, square the Nodes also forms a Grand Cross opposite Venus, suggesting acknowledgement issues with passengers and pilots. Was there a passenger who didn't want to go to Beijing? It is very difficult to break down the cockpit door if locked. Did someone blow themselves up at the cockpit door, disabling the communications and causing structural failure and Hypoxia? Was the refusal issue to do with one of the pilots? That is also possible when we examine the pilot charts in a moment. This case is highly complex, and unfortunately, there are no quick fixes or clear indications for one issue as we'll see.

For any flight to proceed safely with this take-off chart, having Neptune on the angles, the IC in this case, raises some concerns. Taking the allegory of astrology to the edge of the envelope for a moment, do you think Neptune on the IC in 'the basement' as it were could also be 'the basement' of the aircraft, eg, the hold or electronic bays? There have been 11 incidents of overheating power panels with the 777, 3 of them serious leading to fires. These are in the electronics bay under the cockpit. But there are overheat warnings the pilots would see if the sensors are activated. Does Neptune express confusion, as in the pilots saying 'What's going on here?' It may be possible that a hazardous cargo, perhaps one that was deliberately mis-represented on the manifest leaked, and caused toxic and explosive fumes. I wonder why Malaysian Airlines Cargo have issued an immediate ban (Mid July 2014) on all environmentally hazardous substances? Oxalyl Chloride perhaps or something similar?

Oxalyl Chloride spill  
Natal Chart  
15 Mar 2000  
23:40 COT -8:00  
Kuala Lumpur  
03N10 101E42  
Geocentric  
Tropical  
Equal  
True Node



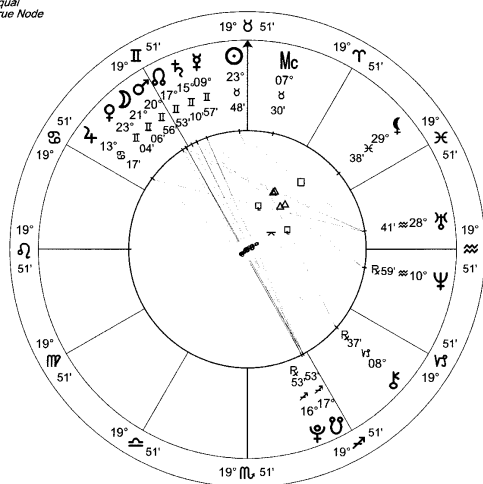
To give you some idea of how serious this can be, consider this case: On March 15th 2000 at 23.40 LZ, a Malaysian flight from Beijing was being unloaded at Kuala Lumpur. Several canisters split open as they were being moved from the hold, with the fumes making some baggage handlers ill, and basically causing so much damage to the aircraft through corrosive acid, it never flew again. An "acid odour"<sup>2</sup> was detected as the aircraft came in to Kuala Lumpur. I understand the fumes would not activate the hold fire alarms. Oxalyl Chloride reacts with water, and creates Hydrogen Chloride, Carbon Dioxide, and Carbon Monoxide. It creates an acid that reacts with Aluminium Chloride, basically what aircraft are made of. Was MAH370 carrying something

<sup>2</sup> Aviation Safety Network. Database.

similar and nasty? Would we ever know? Is this the reason for the mystery? We do know that 2 ½ tonnes of Li-ion batteries were in the hold<sup>3</sup>, and these have a tendency to self combust, burning without the need for oxygen. They are suspected of causing the crash of two cargo flights where crews reported fire in the hold, and also caused delays to the Boeing 787 programme. However, if they were burning, the hold fire alarms would have activated, warning the crew.

Significantly, we now also suspect that there was a power outage twenty minutes into the flight. pprune forum discussion suggests the pilots were probably dealing with 'smoke in the cockpit' and were following standard operating procedures to find the cause, which caused the power outage. Was that cause an overheating power panel? Perhaps it ignited, and affected a nearby Oxygen cylinder, which either exploded or blew apart, disappearing through the fuselage at the nose as in the case with a Qantas 747. This possibility would have created sudden decompression, and a catastrophe. The toxic leak and/or an explosion theory, perhaps with a conventional explosive also reflects Pluto square Uranus, opposite Jupiter on the take-off chart. But this slow moving T square was not on the angles at a crucial time. However, examining the Oxalyl Chloride leak chart, I notice that as MAH370 took off, the ascendant passed over the leak Pluto, 12 Sagittarius, and was conjunct the leak Chiron at 17 Sagittarius at 01.22LZ, just after the final radio contact. Also at 16/17 Sagittarius we find the first flight and airline delivery Pluto and nodal axis for this aircraft. There is a hint that toxic cargo could be a factor, especially as the leak event occurred only a week later in March than this aircraft's disappearance tying in a Sun position.

9M-MRO f.f.B777  
Natal Chart  
14 May 2002  
12:00 PDT +7:00  
Everett WA, USA  
47N57 122W12  
Geocentric  
Tropical  
Equal  
True Node



Explosions also usually involve Mars and the Moon, which we don't have on our take-off chart. However, when we look at the Midday First Flight aircraft chart we do unfortunately find an exact conjunction. 9M-MRO the Boeing 777 with a construction number (c/n) of 28420 first flew on May 14<sup>th</sup> 2002 at Everett in Washington State. At this point in time, it belongs to Boeing. As first flight charts go, I would have some concerns. The black Moon sits at 29.38 Pisces in the 8<sup>th</sup>. It is square Venus in the 11<sup>th</sup>. There are going to be serious acknowledgement issues with passengers with this aircraft, linking in to the take-off chart. Pluto, the 8<sup>th</sup> house ruler is conjunct the south Node at 16/17 Sagittarius linking these Plutonic issues with the aircraft's

lifeblood. The Midday descendant splits Neptune and Uranus. The Sun, chart ruler, with a 19 Leo ascendant is Quincunx Chiron and square Uranus, suggesting that this aircraft also carries a sudden wounding principle. On March the 8<sup>th</sup>, the transiting Sun will be square the first flight nodal axis telling me this is going to be a difficult day. There are a cluster of planets around the north Node: Saturn, Mars, Moon, Venus suggesting this aircraft's destiny is going to be

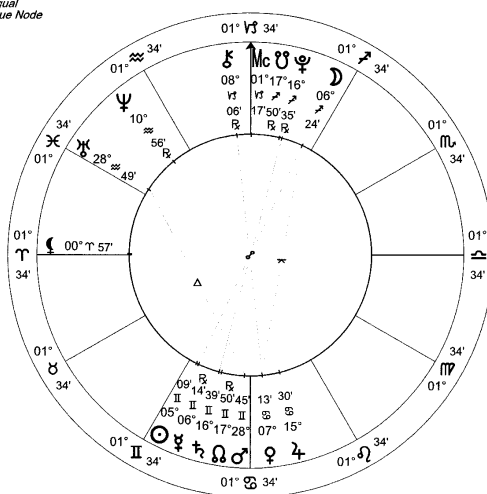
<sup>3</sup>

[www.pprune.org](http://www.pprune.org) MAH370 thread and pdf of manifest.

lively. This is where we find a Moon/Mars contact, with the Moon separating by only 10 minutes of arc, so could explosions be a part of this mystery after all?

Crucially, the Midday 9M-MRO first flight chart ascendant/descendant axis is exactly opposite Kitty Hawks' and the first flight composite to Kitty Hawk provides me with more evidence that this aircraft has some deep and wider aviation concerns – the black Moon conjunct the Sun, and the Moon applying to and conjunct Pluto. Its delivery to Malaysian Airlines on May 31<sup>st</sup> 2002 gives it a Moon conjunct Neptune aspect, close to the descendant. Dissolving or disappearing? Saturn is now conjunct the north Node reinforcing structure issues.

9M-MRO f.f B777  
Sec.Prog. SA In Long  
1 Mar 2014  
12:00 CCT -8:00  
Kuala Lumpur  
03N10 101E42  
Geocentric  
Tropical  
Equal  
True Node

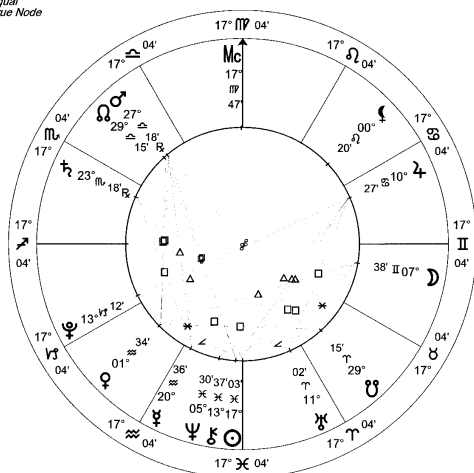


In the course of astrology, had we been working for the airline, 9M-MRO would have been flagged up as an aircraft to watch. Progressions and Solar Returns to base charts had revealed a worrying issue. The March 1<sup>st</sup> progressed first flight chart, now relocated to Kuala Lumpur because it was based there, has had issues for some months – an unfortunate black Moon contact, in the worst place actually, being conjunct the ascendant, just in the 12<sup>th</sup> house, and square the MC. Progressed Sun was exactly opposite *The Degree* at the bottom of the chart, and as if to rub the issue in, progressed Moon had been exactly on *The Degree* in January/February 2014, and is now at 6 degrees Sagittarius. It could mean the concerns with this

aircraft had been building over some weeks, putting the aircraft in the crosshairs, not the passengers. The first flight Solar Return puts the Nodes along the ascendant/descendant axis again, telling me that this year, this aircraft was going to be involved in lifeblood, or life or death issues.

Did the take-off Mars trigger something at about 01.22LZ, just after the final radio contact which suggested nothing was amiss? Mars was not contacted by the moving angles. If instead we look at this in another way, with Mars contacts to base chart midpoints, we find the delivery Chiron|Asc just in a 1 degree orb at 28.15 Libra. But perhaps more importantly, this triggering seems to be led by the MC at 16.28 Virgo, with the delivery Saturn|Pluto midpoint touching at 16.51. This midpoint suggests a 'fundamentally transforming structure' which in aviation and plain English means fuselage disintegration, and ergo, a fire or explosion. With the take-off Neptune where it is, there is every suggestion that there was something seriously amiss, but the pilots were not aware of it. This gives credence to a fire theory. Perhaps they were trying to work out some odd warnings on their screens. (Neptune) Looking at the progressed chart again, I see that there is a trine between Uranus and Mars, and the vacant degree to make it a Grand Trine on this chart is the transiting Mars position at the take-off. The astrology speaks again.

9M-MRO last radio contact  
 Natal Chart  
 8 Mar 2014  
 01:20 CCT-8:00  
 IGARI, Malaysia  
 06N41 103E25  
 Geocentric  
 Tropical  
 Equal  
 True Node



The descendant at 01.22LZ was 17 Gemini, not quite 20/21 of the first flight Moon/Mars conjunction, but it's close enough isn't it since we don't have an exact time of this catastrophe? To add further weight to this crucial degree, we find the Boeing 777 inaugural flight Sun in June 1994 at 21 Gemini. It appears the astrology is indeed telling us something, focussing on the identity of this family of aircraft. Could it be saying a 777 design fault, however unlikely? This adds evidence to a structure problem. So, back to the flight so far, with some growing insight as to what might have been going on.

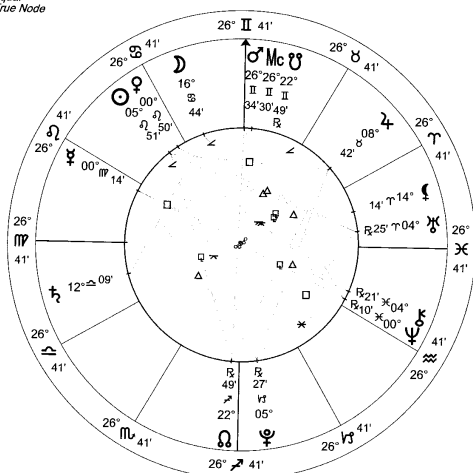
Officially, according to the first press appearances by the airline, at 01.19LZ 9M-MRO was in the cruise at 35,000 feet en-route airway R208 approaching waypoint IGARI, about 90 miles off the Malaysian coast. The radio transmissions were all apparently normal, and they were handed over to Vietnamese Air Traffic Control. Contact was never made. From this point onwards in the flight, there was no more contact from the aircraft. In the moments leading up to 01.19LZ, the media have talked about the Transponder being "switched off" suggesting foul play, but they were not there to witness it. I might suggest the Transponder ceased to work due to a power outage to fire, or the unit just melted, or as we'll see later, the pilots could have turned it off under the influence of Hypoxia, though there would have been pressurisation warnings. In a cockpit fire on the ground some years ago at San Francisco Airport, the pilots were frantically trying to cut the electrical supply, which they felt was feeding the fire. In doing so, they unintentionally disabled the radio and other instruments.<sup>4</sup> It is at this moment then, that what we see as a mystery to MAH370, revealed itself to the crew. It has to have a logical reason to occur. With little to go on, let's examine another related cockpit ground fire to see what effect it had. This fire also burnt large holes in the fuselage skin on the nose. A cockpit Oxygen fire would have created a sudden catastrophe at cruise height.

At 09.11LZ at Cairo airport on July 29<sup>th</sup>, 2011<sup>5</sup> an Egyptair 777, registration SU-GBP was at the stand. It would shortly depart for a flight to Jeddah. As the pilots went through their final checks in the cockpit, they heard a 'pop' sound, then a hissing. Then a brightly burning fire emerged in front of the first officer. *Within 3 seconds* he was told to leave the cockpit by the Captain and to seek help. The first officer deplaned the passengers on his way out, but was unable to alert anyone until he found a vehicle on the apron below. Meanwhile, the Captain tried to extinguish the fire with a handheld fire extinguisher, but failed, and he too had to leave the cockpit due to the flames. Note here that the cockpit radio was not used at all. Can you imagine what would happen in the cruise in the MAH370 case? Not much help available, passengers panicking, (But apparently not texting) and the flames have to be extinguished, and how do you breathe in

<sup>4</sup> Aviation Safety Network. Database.

<sup>5</sup> Final Report SU-GBP. Aircraft Accident Investigation Central Directorate Egyptian Ministry of Civil Aviation.

Egypt Air 777 fire SU-GBP  
 Natal Chart  
 29 Jul 2011  
 09:11 EET -2:00  
 Cairo, Egypt  
 30N50 031E50  
 Geocentric  
 Tropical  
 Equal  
 True Node



the cockpit with the toxic smoke? The pilot from another aircraft at an adjacent stand informed the fire department. There was no loss of life, only some minor injuries. The aircraft however, was damaged beyond repair – the cockpit a melted mess, and further areas of smoke and heat damage further aft in the passenger section. The fire was extinguished at 10.45 LZ. It had been burning for an hour and a half. Had a similar fire occurred at cruise height, there would have been enough mayhem created before the Oxygen supply ran out, and if it burnt long enough to open a fuselage hole in the nose the same size as the Egyptair aircraft, it could be possible one or both pilots would have been sucked out if they were standing

inside the cockpit fighting the flames at that moment.

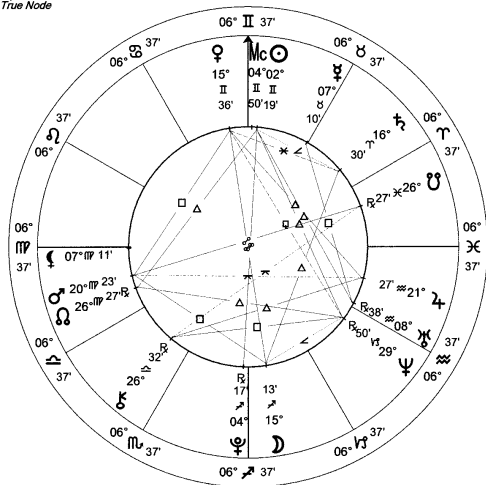
The fire chart has a Virgo ascendant. The ascendant ruler Mercury is almost exactly opposite Neptune. It has a 5 degree Leo Sun and 16 degree Cancer Moon. Mars is conjunct the 26 degree Gemini MC providing a trigger it seems. (Only about 9 degrees away from the MAH370 Last Radio Contact chart descendant) The fire chart also revealed a Yod, an auspicious aspect that makes things happen on that day. Pluto and Chiron are at the base, and on the apex is the Sun. That reflects the transformation, the wounding, and the sense of identity.

The issue here was that an Oxygen hose in the cockpit, under normal pressure of 730 lbs per sq inch, was electrically conductive. It should not have been. According the accident report, the hose has metal spring wire inside the material to stop it kinking, and it was touching live electrical wires at its ends, which were not sleeved or bundled properly so they were 'live'. As Oxygen leaked after the 'pop', the shorting wires provided the source of ignition. It turns out after investigation, the electrical wiring was not consistent with individual 777 construction. Do I expect a black Moon issue here with this aircraft? Let's see.

This aircraft, SU-GBP was delivered to the airline on May 23<sup>rd</sup> 1997. I'm going to focus on this chart and not the first flight on May 5<sup>th</sup> 1997 at Everett in the USA, mainly because it's the delivery which carries the airline identity, unless of course, the first flight chart shows something untoward. The midday delivery certainly does – the black Moon at 7 degrees Virgo conjunct the ascendant at 6 degrees. This is square *The Degree*. Further concerns with the delivery chart are Pluto just on *The Degree* at 4.17, suggesting this aircraft was going to have a serious issue with aviation. Conjunct the IC here, and conjunct the MC of the Kitty Hawk chart suggests a potent force crashing about in this aircraft's basement. The Kitty Hawk MC connection would ensure that what 'transformed' would be a public affair. Sharp eyed astrologers will notice the north Node at 26 Virgo – the ascendant degree of the later fire chart showing once again, the 'lifeblood' or life and death issue this fire triggered. As I mentioned, the

transiting Sun was square the 9M-MRO first flight and delivery nodal axis the day 9M-MRO disappeared.

**Egypt Air 777 SU-GBP del**  
Natal Chart  
23 May 1997  
12:00 -2:00  
Cairo, Egypt  
30N50 031E50  
Geocentric  
Tropical  
Equal  
True Node

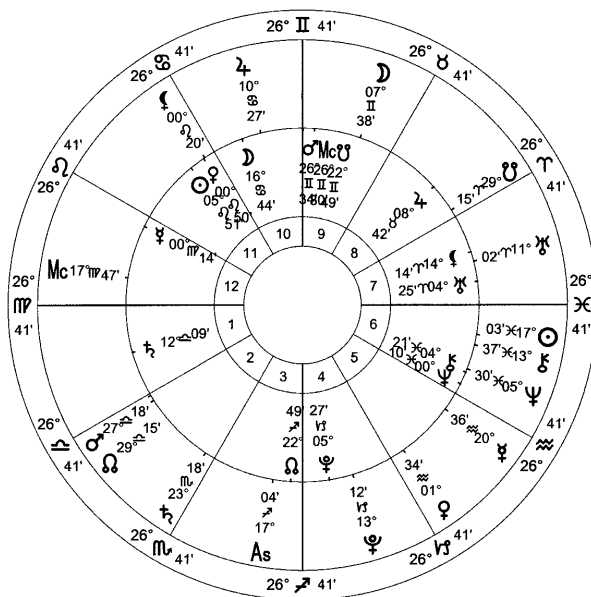


In total, the placements form a challenging T square – Pluto opposite MC and Sun, square black Moon and ascendant, in other words, an aircraft to watch. The Moon at 15 Sagittarius opposite Venus, applying with 23 minutes of arc to go suggests some intense relating issues with passengers, since Venus is in Scorpio at Kitty Hawk and this colours aviation readings. Aviation is so safe nowadays because professional and responsible airlines follow proper safety procedures. We had to watch for over *fourteen years* before one incident destroyed this aircraft in just over an hour, and that issue was not even related to the operation of the aircraft, but its manufacture.

The timing of the event would be predicted through Solar Returns and new Moons or lunations. Taking the aircraft delivery chart, the eclipsed lunation on July 1<sup>st</sup> at 8 degrees Cancer rings all the bells as it forms part of the base of a Yod, being sextile the black Moon, and at the apex we find Uranus.

**Inner Wheel**  
**Egypt Air 777 fire SU-GBP**  
Natal Chart  
29 Jul 2011  
09:11 EET -2:00  
Cairo, Egypt  
30N50 031E50  
Geocentric  
Tropical  
Equal  
True Node

**Outer Wheel**  
**9M-MRO last radio contact**  
Natal Chart  
8 Mar 2014  
01:20 CCT -8:00  
IGARI, Malaysia  
08N41 103E25  
Geocentric  
Tropical  
Equal  
True Node



Comparing two factually based charts, based upon actual times and places; the Egyptair fire and the Last Radio Contact, some interesting astrology emerges to give a lot of weight to a fire theory. Notice that the Last Radio Contact black Moon was conjunct the Egyptair fire Venus at zero Leo. The Last Radio Contact Venus was opposite the black Moon as we have seen forming a Grand Cross, but it is now also opposite the Egyptair fire Venus too. This suggests to me that the fire issue was being re-visited. What do you think? There is an immense amount of astrology to consider with MAH370, and plenty that I haven't even mentioned. After the Egyptair fire, where a hose split and Oxygen was ignited by sparking wires, the official report states:

"The Boeing Company, in coordination with the AAI, ECAA, and NTSB, FAA, developed mitigation strategies designed to eliminate this potential source of fire



in the cockpit.”<sup>6</sup>

Boeing spent much time, money and effort developing “mitigating strategies to eliminate this source of fire in the cockpit” with the Egyptair incident, with a mandatory Directive to replace the hoses with wire with safe alternatives. There was one source of ignition however which they couldn’t eliminate: Pilots smoking in the cockpit. Before you dismiss this astonishing suggestion as something from 1950, consider this: According to the Australian TV report by one of the girls invited into the cockpit by Fariq Abdul Hamid that day in mid December 2011, apparently picked at random while queuing for the flight, they were privately “entertained” shall we say in a situation that was a long way from standard operating procedures. In mitigation, I understand that at this time, Fariq was a trainee at a very early stage in his flying career, since by March 8<sup>th</sup> 2014, it was only his 4<sup>th</sup> flight as a fully trained First Officer. She claims that both pilots smoked, though the photographs I have seen online do not show this. She would probably be unaware of the real significance of that action, but if true, then it offers another black Moon issue at that time: that Fariq and his training manager refused to acknowledge that smoking in the cockpit was a serious fire hazard. Cigarettes have to be lit with naked flames.

Back to the flight. At this moment official reports revealed that the aircraft became unstable, and that normal flight was upset. Although the Australian Transport Safety Bureau report doesn’t mention it<sup>7</sup>, other authorities claim it suddenly climbed to 43,000 feet, a thousand feet above the aircraft’s certified ceiling. This was a difficult task and a tribute to Boeing with a heavy aircraft full of fuel for another seven hours flying. According to a professional Boeing 777 pilot who tried the same manoeuvre in a simulator, he found it was indeed possible,<sup>8</sup> but why the sudden climb? Were the pilots quickly vacating the cockpit due to a fire, or were they trying to avoid something? Or, was the centre of gravity suddenly violated through an explosion in a forward hold, and the aircraft became tail heavy? A bang that big would send shrapnel in all directions, damaging engines and control surfaces. After pulling a lot of positive G with a steep climb, it probably stalled at the top of the climb, and fell to earth pulling nauseating (For the passengers) negative G. The aircraft continued to be unstable, turning West and descending back to a height between 23,000 and 29,000 feet according to some unofficial sources, supporting a balance issue and a serious problem with the horizontal stabilisers. But an explosion would also create debris, and none was apparently found on the surface of the sea in that area. This is the defining moment for the MAH370 mystery.

We’ve seen the descendant degree for that moment is 17 Gemini, almost conjunct the 777 inaugural flight Sun in 1994, and very close to the 9M-MRO first flight Moon Mars conjunction. The aircraft Delivery chart midpoints at 17 Gemini also strongly suggest a structure issue. We find: delivery Saturn, Saturn|Node, Venus|MC, Mercury|Mars and Delivery north Node. Lurking just outside one degree orb on the delivery midpoints for the ascendant at this time are: delivery Pluto, and of course, the south Node at 17 degrees. The MC for this

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<sup>6</sup> Final Report SU-GBP. Aircraft Accident Investigation Central Directorate Egyptian Ministry of Civil Aviation.

p9

<sup>7</sup> Australian Transport Safety Bureau. ATSB Safety Report MH370. Final. 26 June 2014.

<sup>8</sup> Professional Pilots Rumour Network. [www.pprune.org](http://www.pprune.org) MAH370 thread.

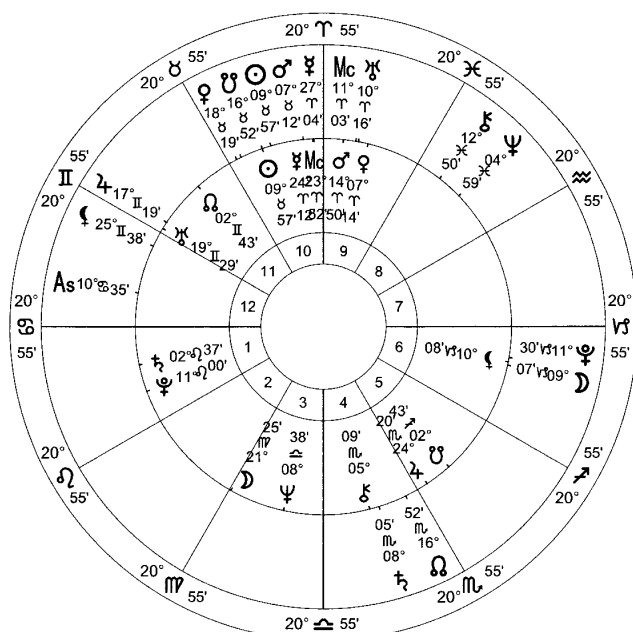
moment is conjunct the Delivery Saturn|Pluto midpoint. The Delivery chart has already shown us awkward structural issues with Pluto opposite Saturn, and conjunct the nodal axis. To have the trigger event occur with the ascendant/descendant axis along this opposition makes a very strong case for some sort of fuselage break or failure due to an explosion, or fire leading to decompression and Hypoxia. But it doesn't rule out an external collision.

As 9M-MRO continued on its new westerly heading, it went in a reasonable straight line suggesting the tail fin was still intact and they had some directional control. Was Captain Zaharie looking for the nearest airport or runway? If there was a major cockpit fire, and probable decompression, it seems he was unable to have much control over height, because he would have descended as quickly as possible. Looking at the Egyptair report photographs of a melted cockpit, it doesn't bear thinking about with the situation he may be dealing with. The windscreen covered in soot, pitch black outside, and probably few flying aids working. Does this image suggest an example of Saturn opposite Pluto on the first flight nodal axis?

9M-MRO disappeared off the range of civil radar in a busy airway. There was no further radio contact from the pilots. There were, apparently, no phone messages from the passengers either, even as the aircraft flew West over Malaysia. Perhaps because they were mainly asleep at that hour, or that after a catastrophe, there was a pressurisation issue? Primary Military radar apparently tracked the aircraft for one hour twenty minutes across Malaysia, and across the Malacca Strait and the Andaman Sea. It was suggested on the BBC Horizon programme that the aircraft then turned again to a South-East heading. Zahaire may have been trying to head back to Kuala Lumpur after dead reckoning where he must be. We are told 9M-MRO disappeared off the automatic 'handshake' ACARS signals between the aircraft and the satellite some seven hours later at 28 degrees South, some hundreds of miles off the Western coast of Australia.

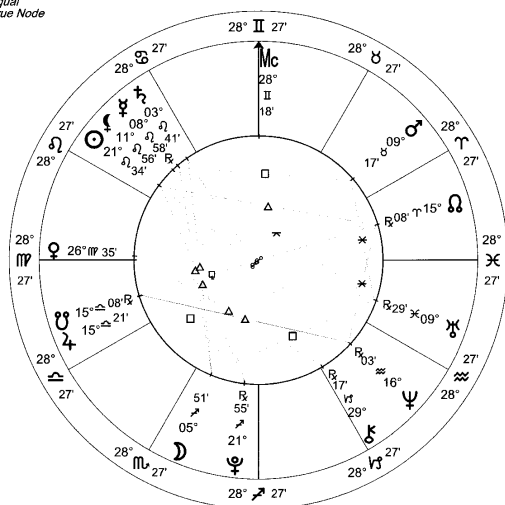
Inner Wheel  
**Malayan Airways**  
 Natal Chart  
 1 May 1947  
 12:00 CCT -8:00  
 Singapore  
 01N17 103E51  
 Geocentric  
 Tropical  
 Equal  
 True Node

Outer Wheel  
**Malayan Airways**  
 Solar Return  
 30 Apr 2013  
 11:20:53 CCT -8:00  
 Kuala Lumpur  
 03N10 101E42  
 Geocentric  
 Tropical  
 Equal  
 True Node



What seems probable is that it had become a ghost ship, with the tantalising suggestion from early heading changes that there was some human control up until 03.00LZ just after the final Primary Military radar contact. I suggest this time, because on the original airline identity, the Midday 1947 Malayan Airways chart, the solar return for 2013 puts a tense Moon/Pluto conjunction at 9/11 (!) Capricorn, with the descendant at 10. The 1947 natal black Moon is at 10 Capricorn. At 03.00LZ the transiting ascendant was passing over this degree. Could this be the moment when the pilots Oxygen ran out?

Helios Airways t/o  
Natal Chart  
14 Aug 2005  
06:07 GMT +0:00  
Larnaca, Cyprus  
34N55 033E38  
Geocentric  
Tropical  
Equal  
True Node



It's worth having a look at a known Hypoxia case to compare the astrology, but it's not exactly like for like. It will give you a clear example of the black Moon at work again, but is Neptune also involved? It seems improbable to us that Hypoxia was a cause, yet it also seems to fit. Even at the start of the flight it could have been an issue, since we suspect the pilots were dealing with a technical issue requiring concentration. Unfortunately, normal reasoning begins to insidiously disappear as the aircraft climbs, and pilots actions become increasingly baffling to us.

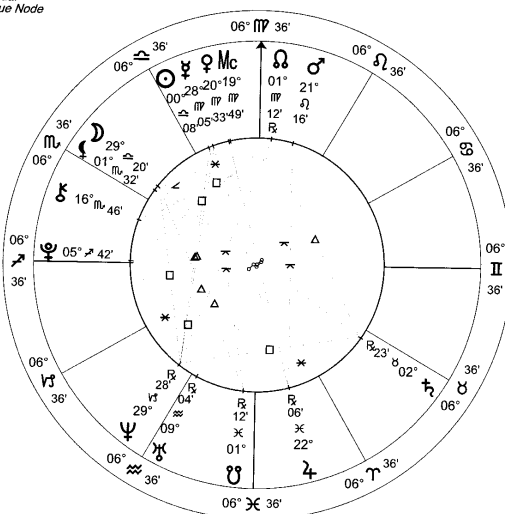
The case is the last flight of the Helios Airways 737 that crashed in 2005 due to crew and passenger Hypoxia.<sup>9</sup> On

that take-off chart, the Moon was at 5 Sagittarius, conjunct *The Degree*. The ascendant degree was at 28 Virgo, with Venus at 26 degrees focussing on the deep relating issues with passengers on this flight. Both the Helios and Malaysian flights, with Moons opposite, reflected aviation in some special way, but as Neptune was not on the angles in the Helios flight take-off, can we make any connections by the Moon positions alone? To begin with, let's examine the Helios flight in some detail based upon reported facts.

The Helios Airways take-off was also normal in every way to the eye. Ignored by the pilots however, was an issue with the pressurisation, since a ground engineer had left the system in MAN – manual mode after the previous flight had reported a 'leaking door'. The pilots were somewhat lax in their pre-flight

checks, and missed or ignored the MAN problem. As the aircraft climbed normally, the pressurisation warning horn sounded, at the time, a similar sound to an incorrect take-off configuration, so was also ignored. The German Captain also had visual warnings regarding equipment cooling problems (due to the thinning density of the cabin air) so he radioed base to seek clarification from an engineer, since they were apparently confused about the situation.

Helios Airways  
Natal Chart  
23 Sep 1998  
12:00 EEDT -3:00  
Larnaca, Cyprus  
34N55 033E38  
Geocentric  
Tropical  
Equal  
True Node

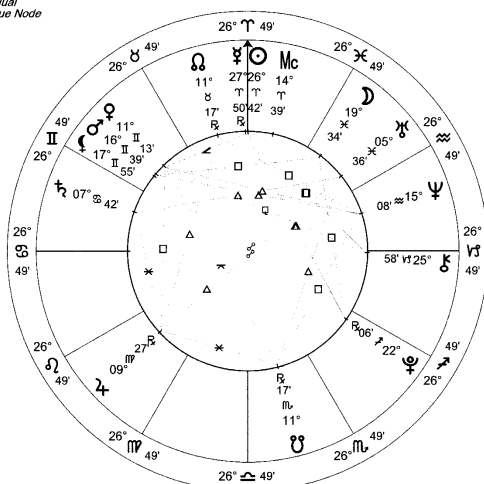


In a sense, they refused to acknowledge the situation since they passed over the problem during cockpit checks, and, if diligent pilots, would have been aware of the test done in the hangar, suggesting a black Moon issue to me. Is this very lax

<sup>9</sup> Hellenic Republic Ministry of Transport and Communications. AAIASB Report into 5B-DBY. 11/2006.

approach something generic within the tiny airline of about three aircraft? At this point, let's look at the Airline chart. One look at the chart<sup>10</sup> says yes to me. Pluto, on *The Degree*, and conjunct the ascendant is bad enough, but to see the Moon applying to and conjunct the black Moon, in Scorpio no less, rings all the alarm bells. The black Moon on the ascendant on the Kitty Hawk chart spells out the need for constant vigilance within aviation if safety is going to function. Yet looking at the first flight of 5B-DBY on December 27<sup>th</sup> 1997 at Renton in the USA,<sup>11</sup> The midday chart offers nothing *particularly* untoward; Aries ascendant, Capricorn Sun, and Sagittarius Moon. Pluto at 6 Sagittarius is just past *The Degree*, and the interesting conjunction of Venus, Uranus and Mars on the early degrees of Aquarius connects to the Kitty Hawk Mars and Saturn. But the black Moon at 1.31 Libra in the sixth house is unaspected, and suggests to me that although there was some potential for concern, it would depend upon the later delivery chart to see if that potential was going to get worse. It flew with several airlines before being acquired by Helios on April 16<sup>th</sup> 2004, giving the aircraft the airline identity.

5B-DBY delivered Helios  
Natal Chart  
16 Apr 2004  
12:00 EEDT - 3:00  
Larnaca, Cyprus  
34N55 033E38  
Geocentric  
Tropical  
Equal  
True Node



It's only when this aircraft joins Helios that the bells begin to ring again. In this new chart, we find Chiron conjunct the descendant, square the Sun, and with the ascendant opposite gives us a tense T square, continuing the very serious airline concerns. As if to rub in the black Moon issue with this aircraft's new airline identity, we now find Mars applying to and conjunct the black Moon over the mid degrees of Gemini. (Close to the MAH370 Last Radio Contact descendant degree you remember) I have noticed that pressurisation problems with individual aircraft rarely strike once. According to Wikipedia, this aircraft had a long history of pressurisation problems with Helios, (The Venus, Uranus and Mars conjunction on the

first flight chart?) the most serious occurring on December 16<sup>th</sup> 2004 flying out of Warsaw, when a hand sized hole appeared in a rear door seal forcing the aircraft into an emergency descent. At least the pilots flying were acting professionally in this instance, and would live to fly another day.

In the course of astrology work, solar returns would have been examined, and the first flight return for December 27<sup>th</sup> 2004 set for Larnaca as it flies for Helios, reveals a year of black Moon concerns: the Moon applying to the black Moon at 15/16 Cancer. Further concerns this year would be Mars conjunct the 28 degree Scorpio descendant providing us with triggers, and Saturn opposite Chiron suggesting wounded structures. Still not convinced about the black Moon? The Delivery return for April 16<sup>th</sup> 2005 continues the theme – the Moon is back in Cancer again, now at 26 degrees, applying to and conjunct the black Moon at 28 degrees, and that is square the Sun. Saturn at 20 Cancer is square the Nodes

<sup>10</sup> Wikipedia birth data off web.

<sup>11</sup> Hellenic Republic Ministry of Transport and Communications. AAIASB Report into 5B-DBY. 11/2006.

suggesting structure problems linked to the aircraft's lifeblood this year. What also caught my eye with this chart is Neptune conjunct Mars at 17/19 Aquarius, since 19 Aquarius is the ascendant degree of Kitty Hawk. A connection was going to be made with the wider issue of flight with this aircraft this year.

So, armed with a year, we would then check new Moons or Lunations to see if they contacted anything important to find a month. The new Moon chart on August 5<sup>th</sup> 2005 set for Larnaca, the airline base is at 12.48 Leo, conjunct the ascendant. Apart from being a possible astronomical event to witness if the Moon rose in front of the Sun, the black Moon is just 2 degrees behind it, moving at about one degree a week. This new Moon degree was going to be just within an applying degree of the transiting black Moon on the morning of the take-off, so the astrology is telling us something. The unacknowledged issue with Helios – lax attitude to safety and standard operating procedures – was going to be revealed on August 14<sup>th</sup>. Prediction wise, 12 Leo then becomes a 'hot' degree, if a little late in the day. Connections? The first flight Moon is trine at 12.53 Sagittarius offering a link to the emotion and destiny with this aircraft, and symbolic IC issues, and the transiting black Moon is also square the delivery chart nodal axis highlighting a 'refusal' issue to do with this aircraft's lifeblood. A wider connection to Kitty Hawk midpoints offers Pluto|Node just outside the one degree orb at 11.24 Leo. A hot degree indeed. But what of Neptune on the take-off chart? Surely it must feature somehow, to represent this confusion and or passenger unconsciousness? At 16.03 Aquarius, it is opposite the Sun and black Moon, at 21 and 11 Leo. And yes, the midpoint between the Sun and black Moon is 16.45 Leo, on the opposition midpoint to Neptune. Take-off Neptune connections to the 5B-DBY delivery chart? It sits on the Uranus|Chiron midpoint.

The Helios flight continued to climb normally as programmed. By the time the pilots were speaking to an engineer on the radio, the one who left the switch in MAN, they were half gone with Hypoxia, and unable to fully function but were not aware of it. A further example of their refusal, strange as it may seem, was to ignore even the Oxygen masks dropping automatically as they climbed through 14,000ft. The Captain repeatedly asked the ground engineer: "Where is the switch to the cooling fans?" The engineer told him "On the panel behind your seat", so the Captain got up to find the switch. The irony is that the MAN and AUTO switches were on the adjacent panel. Suspecting what the problem was, the engineer told him to switch the pressurisation from MAN to AUTO, but the Captain was too far gone. Moments later both pilots were unconscious. It could be surmised however, that the passengers, now shivering in freezing temperatures survived a bit longer on masks, unaware of the pilots' incapacitation. After flying as a ghost ship on autopilot for three hours with no human input, it was near Athens being chased by Greek Airforce F-16's. They suddenly saw someone alive, a cabin crew member (with career plans to get his commercial pilots licence) at the controls, trying to fly the aircraft. But at that moment, the engines flamed out through lack of fuel, and it crashed into hills some miles from Athens. The transiting Moon was *exactly* on the aircraft delivery Jupiter|Uranus midpoint. Ebertin<sup>12</sup> says this is a "Thank the Lord" release and reveals an aspect to physical death and release into the next world this crash described. Autopsies carried out on human remains revealed passengers were

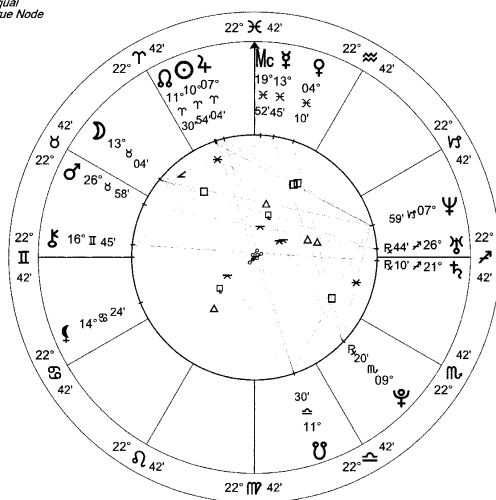
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<sup>12</sup> The Combination of Stellar Influences. Reinhold Ebertin. American Federation of Astrologers Inc. 1994. pp172

alive at the time of impact, though probably unconscious. Bear this in mind with MAH370.

I've gone into some detail here to show you what reports say actually happens in the cockpit as Hypoxia occurs. The Helios case is also very good to describe how the black Moon works (if I haven't made a strong enough case already) within this airline and aircraft. I don't have the German Captain's chart, but I suspect further black Moon issues in his chart. Apparently, he had over 16,000 hours flying experience, and from our perspective, we assume from this he was a diligent and professional pilot. Can you see how this 'refusal to acknowledge' operates? Provided crews stay within standard operating procedures, have good training and airmanship skills, flying is very safe. But these issues may be non

Fariq Abdul Hamid  
Natal Chart  
1 Apr 1987  
12:00 COT - 8:00  
Kuala Lumpur  
03N10 101E42  
Geocentric  
Tropical  
Equal  
True Node



intentional, and fate simply brings them to be acknowledged like the Egyptair case. In the unique Helios case, start to cut corners, assume someone else did their job properly without checking, and you'll get away with it for a while. But it becomes a black Moon issue, in this case a refusal to acknowledge basic safety, so that your actions will eventually result in a serious incident, as fate strikes at some point. Several members of Helios went to prison on manslaughter charges.

So what about the pilots flying 9M-MRO? Is there a Hypoxia case here? Even at 35,000 feet in the cruise with sudden decompression, passengers and pilots have between 30 and sixty seconds to get

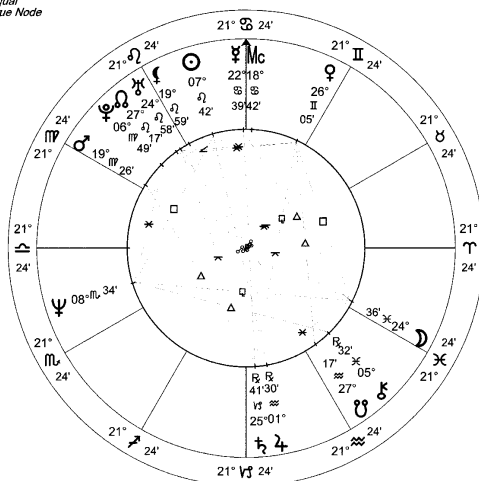
oxygen, or fall unconscious.<sup>13</sup> There is nothing to suggest their airmanship skills were less than competent and professional. The birth data I have for both Fariq and Zaharie is suspect so treat with caution, as the authorities have refused to supply me with this data. I have found this data off the web. We'll start with Fariq. What sort of a person was Fariq? We know already that this flight was only his fourth as First Officer without a training manager present<sup>14</sup>. He has an Aries Sun, conjunct Jupiter and the north Node. Someone assertive, grandiose, and driven in life. The Moon in Taurus makes him an earthy, reliable and friendly sort, with a need to be with the crowd. His Aries Sun wants him to stand out in that crowd. Mercury in Pisces, his possible chart ruler with a Gemini ascendant gives him a dreamy and romantic quality, but square Chiron and Trine Pluto adds a vulnerability and a need for authority in how he thinks and communicates. The Moon is opposite Pluto, suggesting he had authority issues with women, possibly starting with his mother, but from what we are told in the media, he had a close relationship with his mother. Venus in Pisces too gives him a romantic outlook, and this need to belong somehow in love in an idyllic way. Was he impulsive do you think with Mars quincunx Uranus? Mercury is trine the black Moon, and trine Pluto giving us a Grand Trine. Did he find it easy to be authoritative, yet refuse to acknowledge where that authority was going to lead

<sup>13</sup> BBC Horizon MAH370 programme. Air Accident investigator's opinion.

<sup>14</sup> [www.pprune.org](http://www.pprune.org) MAH370 thread.

him? I wonder if these aspects were behind the event to invite those two girls into the cockpit? Neptune in Capricorn square Jupiter in Aries would make him seek a meaningful value system, and to search for truth or have fun was behind everything he did. I understand he was about to be married. It is easy to see why he loved flying – his natal Pluto is conjunct the Kitty Hawk Venus.

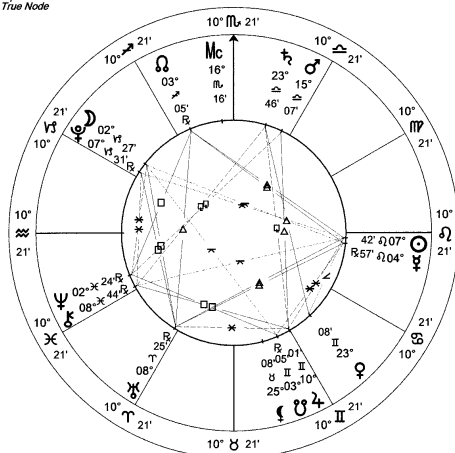
**Zaharie Ahmed Shah**  
 Natal Chart  
 31 Jul 1961  
 12:00 CCT -8:00  
 Kuala Lumpur  
 03N10 101E42  
 Geocentric  
 Tropical  
 Equal  
 True Node



With Captain Zaharie Shah, we find some more volatile astrology. Leo Sun, Pisces Moon, and a cluster of planets and placements near his north Node – black Moon, Uranus, and Pluto. Having Uranus one side, and Pluto the other side his north Node was going to make him an authority figure, and someone who liked technology but who could also be impulsive and rebellious. The need to be ‘an individual’ is important with Uranus dependent on where placed. A Yod appears, Uranus sextile Venus, with Saturn on the apex. This suggests someone who wants to be different, an individual, to relate in an unusual way, and to express this as a part of their value system. Saturn in Capricorn could have made him somewhat cautious,

pessimistic, but I don’t know if it’s on an angle. The Leo Sun would make him the showman with a need to be acknowledged as someone special, the Pisces Moon gives him a very vulnerable emotional side. Neptune in Scorpio is square his Sun, giving energy to someone with delusions or strong imagination, or flights of fancy about who he is or could be. Neptune is also trine Chiron bringing in a wounding principle to his identity, and Chiron is quincunx his Sun offering a wounding principle to his strong ego. That he too was in love with aviation cannot be disputed with his natal Neptune also on Kitty Hawk Venus, but a somewhat awkward contact to aviation is made with his black Moon on the Kitty Hawk descendant. There were fundamental issues he refused to acknowledge within aviation. Could they be safety related, or that he took calculated risks? Mars is Sextile Mercury suggesting a rash approach, and yet with 18,000 hours of flying experience, wasn’t he a safe pair of hands at the wheel? I might suggest that if there was an issue with the flight, he could have deemed it ‘non threatening’ or dismissed it as a minor issue and decided to press on, reflecting on those 18,000 hours of flying experience. The Helios Captain had 16,000 hours, yet he made a fundamental mistake. I mention this because the media are making much of a suggestion that Zaharie tried to hijack his own aircraft. If you do a combined chart for midday March 8<sup>th</sup> and midnight, you will find that with his Midday birthchart he either has Pluto or the black Moon conjunct his Midday ascendant. I would suggest he was going through a major crisis over the preceding days, and as we’ll see over the previous years.

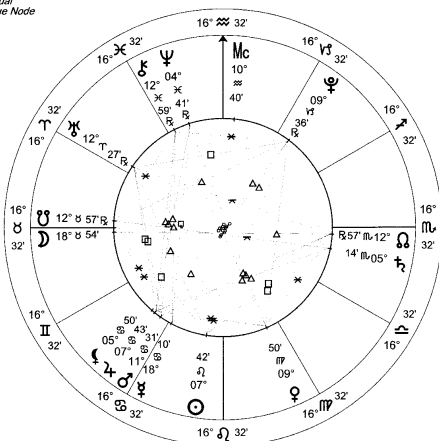
**Zaharie Ahmed Shah**  
 Solar Return  
 30 Jul 2012  
 19:34:23 CCT -8:00  
 Kuala Lumpur  
 03N10 101E42  
 Geocentric  
 Tropical  
 Equal  
 True Node



As we look at his charts, bear in mind that he could be innocent of all these hijack charges.

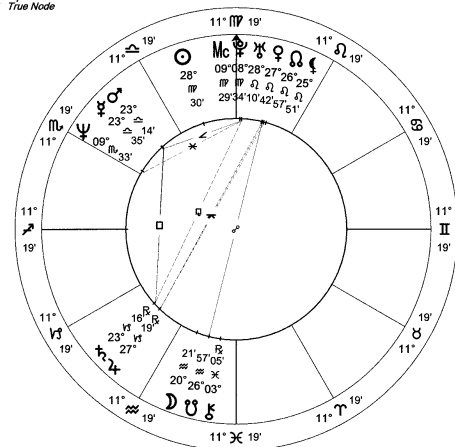
His solar return chart for 2012 offers the start of some difficult years. The Moon applying to Pluto, and a Yod - Neptune/Chiron, sextile Moon/Pluto and the apex is Mercury/Sun. A whirling emotional mix.

**Zaharie Ahmed Shah**  
 Solar Return  
 31 Jul 2013  
 01:31:36 CCT -8:00  
 Kuala Lumpur  
 03N10 101E42  
 Geocentric  
 Tropical  
 Equal  
 True Node



By 2013, his solar return offers black Moon conjunct Jupiter, conjunct Mars all in the early degrees of Cancer, with a difficult opposition to Pluto. Venus is trine Pluto.

**Zaharie Ahmed Shah**  
 Sec Prog. SA in Long  
 1 Mar 2014  
 12:00 CCT -8:00  
 Kuala Lumpur  
 03N10 101E42  
 Geocentric  
 Tropical  
 Equal  
 True Node



His progressions at March 1<sup>st</sup> 2014 are a cause for concern – the north Node conjunct black Moon, Venus and Uranus. At the very least, he had been going through a stressful time relating with people for some months and years. Progressed Mars is conjunct p.Mercury at 23 degrees Libra. This could offer a 'trigger' degree, but the 01.22LZ chart is clear. The conjunction is square Saturn forcing him to defend or question his value system with that natal Yod. With the progressed Moon at 20 Aquarius, it had been in effective opposition to his *natal* black Moon for about three months, and was also conjunct the Kitty Hawk ascendant bringing aviation issues to the fore.

His emotional 'refusal to acknowledge' issues were in the crosshairs. Was he about to snap, to have some sort of a nervous



breakdown? Transiting Neptune is passing over his natal Chiron and opposite natal Pluto making him feel confused and probably not in a stable frame of mind. Even looking at his natal midpoint trees, we find rather too many black Moon contacts – the Sun on Venus|black Moon, Mars on Mercury|black Moon, Jupiter on Mars|black Moon. Was he living in denial about something, and finally did snap? What supports this argument is his natal Pluto on the midpoint between his natal Mars and Uranus, all close to his north Node and direction in life. Almost the Revolutionary. Pluto is at 6 Virgo, and related 90 and 180 degree positions come into play. Do these degrees connect to anything on the Last Radio Contact chart, or even the Take-off chart? Unfortunately, yes if we take his Midday chart. The take-off chart provides us with the MC conjunct, and the Moon square. As the Take-off chart MC is conjunct, it suggests to me, with his state of mind based upon recent solar returns, that he may have had nefarious plans, but an actual birth time would be required to form a better opinion.

Going back to the flight, let's look again at this triggering moment from the other side of the coin. Adding weight to 'an event' at this time, the Sun at 01.22LZ was conjunct the transiting IC at about 16-17 Pisces. Much insight can be gained from further astrological study here, regarding the symbolic meanings of the IC, and its natural 4<sup>th</sup> house ruler the Moon. Having the Sun cross this point at this time suggests that whatever happened, had an element of personal needs and concerns, of inward contemplation, and the need to consider family and home. The obvious corollary is that someone with personal problems, may suddenly act to rectify their family problems if the aspects are right. The other non human side, is that the aircraft's first flight 'personal problems' are brought to the surface. This is where actual birth times would help enormously, but taking the symbolic Midday chart, Fariq has his natal MC at 19 Pisces. Zaharie has Mars opposite the IC giving some zest to his known personal problems, and as if to rub this issue in, about 30 minutes later, the transiting IC crosses his natal Moon.

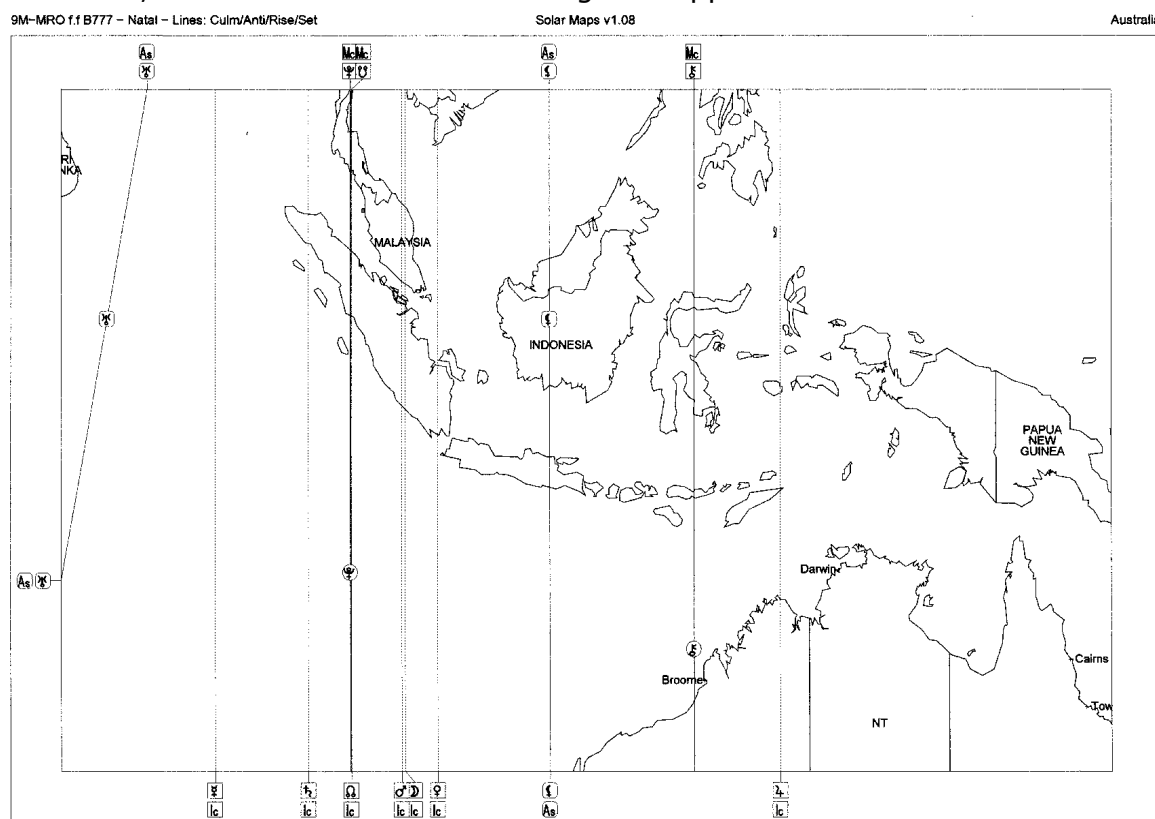
If personal problems were playing a role in this mystery, we can begin to gain some idea what Zaharie was going through. It is probable that conversation in the cockpit would have involved the recent separation of Zahaire and his wife. Looking at their charts, Zaharie's Neptune is on Fariq's Pluto giving us a 'generational' issue, where Fariq may question Zaharie's authority as his Pluto is square Zaharie's Sun. It is debatable whether this is a factor with Fariq's limited flying experience and need to gain more experience. Fariq's Venus is on Zaharie's Chiron suggesting he can relate well with Zaharie's sense of where he feels wounded, especially with Fariq's Taurus Moon so I think they got on well. Being practical, many pilots are flying with personal problems, so this may not be an issue.

As we enter August 2014 there has been no evidence of aircraft debris washed up on any shore, something one would expect with an in-flight explosion, or even impact with the sea, since all previous crashes into the sea have created debris. I have a feeling that a Saturnian timescale is involved – seven months, or seven years before we hear some news. Perhaps October 2014 may bring something.

The location of 9M-MRO is an enigma. Some say, non aviation people, it's parked up somewhere, but the current official thinking suggests it lies at the

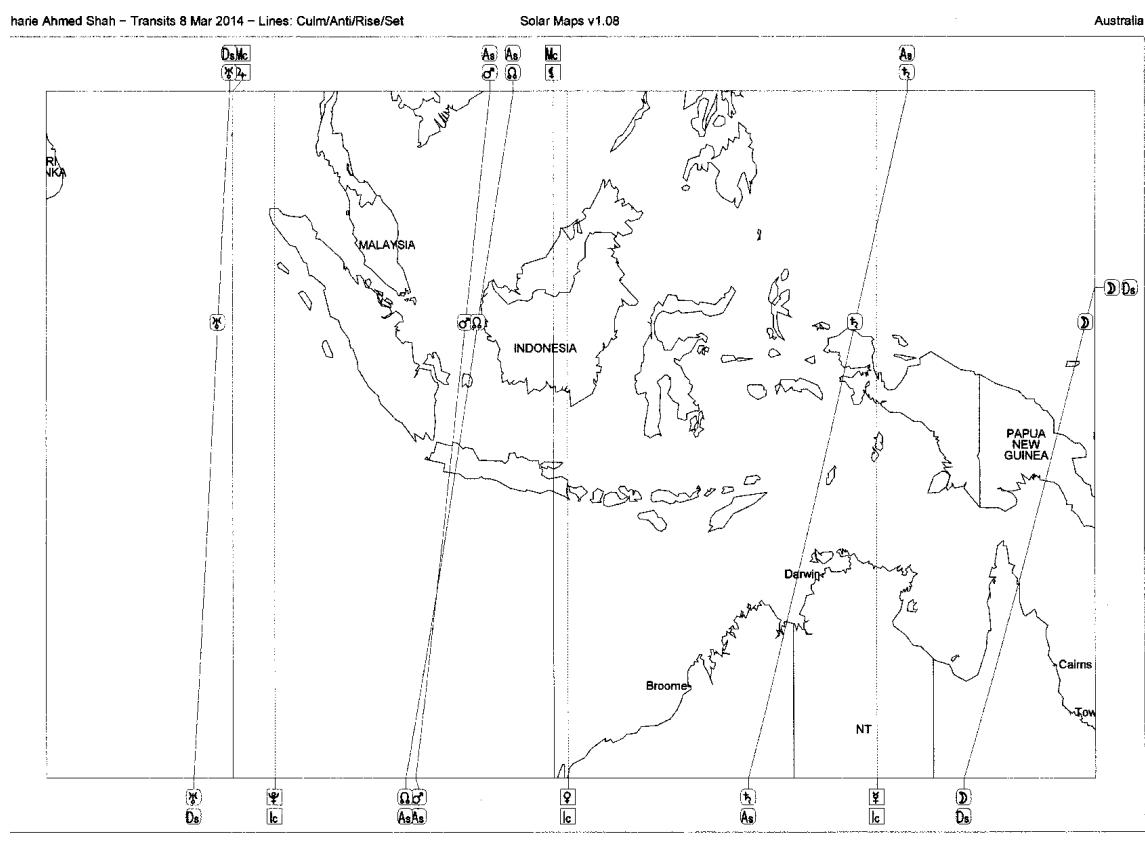
bottom of the Ocean at 28 degrees South, off the coast of Western Australia. Can astrology offer any suggestions? If we turn to Solar Maps software, it offers lines and intersections where astrological energies came into play at the times events happened. I found this software very useful to provide locations where aircraft would be in sensitive places, particularly for the Comet 1 in relation to Rome and the immediate area with the accidents in the early 1950's when writing my book. If you have this software, it can provide much study using base charts and the transit or subsidiary chart facility under the 'Chart' menu.

I've taken just two charts, the 9M-MRO First Flight, and Zaharie's natal chart, with a transit to March 8<sup>th</sup> at 01.20LZ. The First Flight chart clearly has issues in this part of the world with the Pluto and the south Node MC lines conjunct, providing authority issues passing almost over the spot where 9M-MRO was last seen on radar at 02.40LZ, and the Mars and Moon IC line apparently conjunct the very spot where the catastrophe occurred supporting an 'explosion' of some sort. Note also the black Moon ascendant line, which passes just to the West of Australia, a location where the wreckage is supposed to be. If we follow that line



North, it passes close to Beijing, the intended destination of this flight. Have any 'refusal to acknowledge' issues occurred along this line? On August 9<sup>th</sup> 2012 at Beijing airport, 9M-MRO was taxiing past a parked China Airlines A340. The right wingtip collided with the China Airlines aircraft, and six feet was torn off, with a jagged edge. It would be a difficult repair. The 'refusal to acknowledge' in this case was that the pilots thought they had enough clearance. They didn't, and it provides us with yet another clear example of the black Moon at work. The line south brings it close to the Western edge of Australia, and could provide the spot where 9M-MRO is supposed to rest, intersecting with the estimated flight track, or close to the Venus and Pluto MC lines.

When we look at Zaharie's Natal chart, with a transit to 01.20LZ March 8<sup>th</sup> 2014, we can start to connect the arguments put forward so far. Looking at human intervention, if there was a cockpit invasion, then someone let them in, or they, whoever they were, forced their way in. Can we accept Zaharie let them in? The latest news on this case continues to point the finger at Zaharie. His natal charts, with Solar returns and Progressions certainly point to someone in emotional crisis. It is possible he had second thoughts on carrying out any nefarious plans, but without actual birth times, I'm not going to make any firm conclusions. Worthy of note is his black Moon MC line almost conjunct the 9M-MRO First Flight black Moon line, suggesting that this aircraft and this pilot's destiny came together on this day at this location.



To sum up, the astrology makes a case for toxic cargo, fire, explosion and human intervention. The fire is the strongest in my opinion, due to the Venus opposition position to the Egyptair ground fire chart. It may well be that an explosion led to a fire. It is probable that Hypoxia also led from the explosion, so that almost all of the astrology is inter-related. Here we have an aircraft with a natal chart full of portents about its structure, and its delivery chart promising some sort of explosive event. Add to this a Captain with volatile astrology, and a

suggestion that a political motive was involved, and the case takes on all the hallmarks of a conspiracy. In order to do this case full justice, we need to not only get firm birth data, including the wife of Zaharie, but examine the wider issues – charts and returns of the NSA, FBI, USA, Malaysia, and the political groups and all countries involved. This would make my article into a book with all the astrology available, and I didn't want to go to that depth.

I'm going to leave it at this point. I hope my astrological investigation and analysis will provide astrologers with food for thought to continue this investigation.

The views and findings expressed in this article are those of the astrologer, and are not meant to apportion blame but to seek an astrological perspective in relation to answers to the MAH370 disappearance.

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