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# Coverup Of Cause Of Air France Flt 447 Crash?

6-5-9

Here are two separate commentaries we have received...

## **Air France 447 - Biggest Coverup Since TWA 800**

By Aussi Shmozi

6-5-9

The French and Brazilian governments are now participating in the biggest cover-up since TWA-800.

Air France Flt 447 cover-up is a repeat of the TWA-800 cover-up. Please read: <http://tinyurl.com/rxbs6k>

The French and Brazilian governments are entangling themselves in lie after lie.

While before we were told that:

"A search plane saw a band of wreckage in a 5km (3 mile) strip, Brazil's Defence Minister Nelson Jobim said. A Brazilian navy ship is expected to arrive in the area shortly to begin the task of recovering wreckage. Late on Tuesday, Mr Jobim told reporters in Rio de Janeiro he had no doubt the debris was from the Air France jet. He gave few details of the wreckage, saying only that it included metallic and non-metallic pieces.

On Wednesday, senior French military official Capt Christophe Prazuck confirmed the discovery...

"While formal confirmation must still be obtained by recovering debris and carrying out technical analysis, there is no longer any room for doubt," Capt Prazuck told Agence France-Presse news agency. An aeroplane seat, an orange buoy and signs of fuel have been spotted in the ocean."

<http://news.bbc.co.uk/2/hi/americas/8080290.stm>

TODAY, June 5, WE ARE TOLD THAT THERE IS NO WRECKAGE!

IN ADDITION...

Two pilots saw the explosion...see - <http://tinyurl.com/ou8npu>  
<http://tinyurl.com/rx6yce>

CONCLUSION... My conclusion today seems to support my conclusion yesterday (see below).

1. There was an explosion aboard the plane.
2. Both governments are participating in the cover-up.
3. Like Boeing in TWA 800, I expect that Air-France will get big contracts in exchange for participating in the cover-up.
4. If this was done by intelligence agencies, we need to explore if it was done by an explosive or from satellite.
5. It could have been done also by intelligence agencies by interfering with the plane's computer software, as we saw with Egypt-Air 990.
6. We must explore WHO WAS ON THAT PLANE? The NWO has been in the business of assassinating opposition political leaders for hundreds of years.
7. If there was really a warning in advance, we should also explore the possibility of terrorist activities. However, Intelligence Agencies have total control of all planes and staff. They could have planted the bomb in the plane and no one would find it, no matter how long the search.
8. If it was a real 'terrorist' act ('terrorist' is a euphemism for an Arab Freedom fighter or most anyone who opposes Globalism), it is possible the cover-up is conducted in order to protect Israel.

PS - This is getting really interesting; I can't wait to hear what the next lie will be tomorrow.

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AIR FRANCE FLIGHT 447 or BRAZILIAN 'TWA 800' ?

ANALYSIS June 4th 2009

Initial reports indicated clearly that was NO SIGNAL from plane's crew.

Initial report is always the ONLY one we can trust 100%.

After one day we were told that "there was a signal"...a 'single automatic electronic signal sent from the plane indicating there was an 'electrical problem.'

This is a direct indication Intelligence agencies are involved.

This is also an indication that we are not dealing here with a mass UFO abduction.

This article clearly states that:

PARIS, June 3 (UPI) -- Aviation authorities said an Air France Buenos Aires-to-Paris flight was grounded temporarily because of a bomb threat that turned out to be false [http://www.upi.com/Top\\_News/2009/06/03/Another-Air-France-plane-got-bomb-threat/UPI-18691244048844/](http://www.upi.com/Top_News/2009/06/03/Another-Air-France-plane-got-bomb-threat/UPI-18691244048844/)

Since all international aviation is controlled by Intelligence Agencies, and since they refused to tell us the exact nature of these warnings, it could only mean, IMHO, that Intelligence agencies are involved or attempting to prevent publicity from going to the actual terrorists.

Rense.com reported that above article included comment by a pilot that he felt there was an explosion aboard the plane. As usual, as soon as Rense.com report the truth, that article was censored and the pilot comment was deleted. This further adds to the speculation that Intelligence agencies are involved.

Another clear indication was when Brazilian Defence Minister Nelson Jobim immediately announced that there was 'no explosion' on board. Minister Jobim, who is incidentally under direct control of western Intelligence Agencies, was able in only a few hours to verify a 'fact' that usually takes the American NTSB months or years to prove.

<http://www.news.com.au/story/0,27574,25585128-23109,00.html>

This mouthpiece for Zionist propaganda, 'informs' us that: "Terrorism 'unlikely' aboard Air France AF 447". This is clearly a deliberate lie when we already know that authorities received bomb warnings. The question is now, why the Intelligence agencies are trying to divert our attention away from this blatant terrorist act.

10. Another indication that we are dealing here with Intelligence Agencies is when another Zionist mouthpiece, TIMES ON LINE tells us after just one day: "Mystery of why Flight 447 crashed may never be solved "

OH, REALLY? <http://www.timesonline.co.uk/tol/news/world/europe/article6425236.ece>

Could it be that someone want us to forget this 'Brazilian TWA-800' ?

Another indication for possible Intelligence involvement in this case came when a zionist-google search show us 290 articles trying to convince us that "there was no explosion aboard the plane."

Another classic example indicating a major cover-up in this case:

Google search: "Flight 447 EXPLOSION"

Among the articles you will get:

"Officials investigate Argentina bomb threat as pilot claims Air - The Daily Mail (UK)

This article was later censored, and now the title reads exactly the opposite:

"It couldn't have been a bomb: Oil stains from Flight 447 mean explosion is 'unlikely', says Brazil"

Meanwhile, in another story...

"A former Air France pilot yesterday said he believed a terror attack to be the "highly likely" cause of the Flight 447 disaster.

The pilot, who did not want to be named, said the chances of an electrical fault seemed 'unfeasible' and lightning strikes were extremely rare in modern planes."

And he explained: "There was no mayday."

"Likewise, if there was an explosion on board, the wreckage would have been spread over a very wide area, as it was.

"So, in my opinion, there is no other option than the highly likely theory that a bomb went off on the plane.

"Perhaps even a large bomb that destroyed the plane in mid-air leaving no chance to send a message."

See: <http://www.dailystar.co.uk/news/view/83389/Bomb-threat-just-days-before-jet-disappeared/>

## PRELIMINARY CONCLUSIONS

The A-300 was blown up by a large bomb. Authorities are hiding that fact and the identity of the perpetrators.

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## **I Know What Happened To Air France Flight 447**

By Dick Eastman

6-4-9

According to Air France CEO Pierre-Henry Gourgeon the Air France AirBus flying from Rio to Paris transmitted "a succession of a dozen technical messages" indicated that "several electrical systems had broken down" which caused a "totally unprecedented situation in the plane."

Gourgeon is wrong. The events that resulted in the death of 128 people over the Atlantic were preceded. There have been several similar events.

Reuters has reported that AirBus is claiming that the Airbus A330 has a good safety record, with no fatal accidents on a commercial flight. This is a falsehood that Reuters did not bother to correct.

In Miami in 1999 pilot and co-pilot of an American Airlines Airbus

A300 about to land suddenly lost control of the plane to an exogenous agency. The rudder moved several times on its own. "The rudder movements were extreme" said the NTSP.

On Novemeber 12, 2001 American Airlines flight 587, an Airbus A300, lost control to a remote agency resulting in the rudder suddenly swinging back and forth violently, beyond the normal range that can be effected from the cockpit. The flight data showed "unusual sideways movements that slammed passengers back and forth," repeated banging which caused tremendous strain of the vertical stabilizer

until it broke off, despite the strength of the lamination construction. The passengers were slamed back and forth prior to the crash in Queens, New York. But that was not all. After the rudder was gone the remote controller began playing with other equipment.

With the rudder gone the rudder could still fly, however no the ailerons and elevators (the "flaps") began moving in fatal ways. At one point was made to turn 10 degrees in just one second, and 180 degree turn in 18 seconds. The plane banked left, even though data shows pilots were working controls to move in the opposite direction." The black box contained pilot and co-pilot and tower dialog on this but it was never released. (Marion Blakey, head of the NTSB, a Bush political appointee with no experience for th job, who was also heading NTSP a month before when the WTC was hit by two planes, the crash in Pennsylvania and the alleged crash of a jetliner at the

Pentagon.) After these turns the remote controller put the plane into a nose dive and cut off the voice recorder, both the plane's regular power and batteries. The plane was brought to full throttle and then the flaps were brought down, causing the engine pods to rip off their brackets and keep going as the plane slowed down. The N.T.S.B. offered only two possible explanations, either "the pilot made the rudder move intentionally or by accident" or the plane was brought down by "butterfly effect" turbulence from a Japan Airlines plane that had taken off ahead of the AirBus.

Now perhaps we can begin to suspect that there was someone on that Air France Flight that the people who benefited from the remote- control crash of the 9-11 planes and the 11/12/01 plane did not like. By the way, Dov Zakheim is the man I think is responsible for the 9-11 crashes and one more crash which occurred on the early morning of October 31, 1999.

That Halloween morning EgyptAir 990, a Boeing 767 took off from JFK for Cairo, Egypt. The plane had aboard 22 top Egyptian military that had just received special training in the United States -- lured into this trap by the bait of the unusual sharing of military information. At about 2:00 a.m., from the voice recorder, the Egyptian pilot excuses himself to go to the toilet. The pilot and co- pilot are Egyptian and they speak Arabic. But suddenly there is heard on the voice recording, in English, the words, "Control it."

Then the plane deviates from course on its own while still on automatic pilot. The pilot responds to this event with an exclamatory prayer: "Taw ak kalt ala Allah," roughly equivalent to "Heaven help us!" "May God protect us!" if not "Jesus Christ!" The co-pilot attempts to disengage autopilot, but the remote controller will not yield. The co-pilot is in a panic and again praying for help. The plane, still on auto-pilot goes into a nose dive. After 16 seconds of remote-controlled hijacking the pilot re-enters the cockpit and asks the co-pilot what is happening. Both work to pull up and as they are both trying the plane goes full throttle. The co- pilot cuts the fuel lines. Then, again under remote control the right and left elevators move in opposite directions. Ailerons on both wings move full up. The pilot orders, in Arabic, "shut engines." The co-pilot replies: "They're shut!" The last words heard are those of the pilot calling out, of course still in Arabic, "Pull! Pull!" Then, exactly as happened with Flight 587 over Queens, the voice recorders are remotely shut off -- before the crash event. The US NTSB reached the conclusion -- against all of this evidence -- that the co-pilot was somehow responsible.

Some passenger in Miami in 1999 needed to be frightened by a demonstration of power. Someone aboard Flight 587 was a problem for the criminal conspiracy now in control of the US and Israeli governments. And someone on the Air France flight was equally a threat or target of vengeance for the same interests.

You will notice the lame excuses why the Air France black boxes cannot

be recovered.

9-11 was not the work of "Islamic Fundamentalists" who "hate our freedoms" and therefore hijacked four jetliners on September 11 and and crashbombed the WTC towers and the Pentagon. No one can argue the REAL evidence proving this. (They can and do of course argue, for example on Fox News, with people who have impossible theories about no planes at all hitting the WTC or absurd tales about energy beam weapons in orbit bringing down the twin towers and Building 7 -- but that is part of the pre-planned disinformation obstruction of justice psy-op the perpetrators are using.

I suspect the target of the crash was French and an opponent of the Sarkozy, the very close supporter of the agendas of both the Bush and Obama presidencies in international financial matters and middle east and war on terror policies.

The victims of this murder were from 32 countries. 61 were French, 58 were Brazilian and 26 were Germans. No Israelis were aboard or American Jews were aboard. Sarkozy's French Environment Minister, Jean-Louis Borloo, has declared officially that hijacking has been ruled out. How in the name of Allah could they possible have done that in the light of the facts I have relayed to you which are certainly known to them?

One more point: The international killers crashed the Air France plane in part because they were secure in the knowledge that the Sarkozy government, like the Bush government in 2001, would do all that was necessary to keep the truth from being told. The black boxes will never be produced -- I haven't been following the news for since the day of the crash, but I feel that is a safe prediction.

Please post this, read it aloud over the phone, put it up on your blog. It is up to them to embarrass and shame the French into investigating this act of mass-murder.

Death by airplane has been the preferred method of eliminating individuals without drawing suspicion to the specific background and connections of an "isolated victim." We can't let them continue to get away with it.

Dick Eastman Yakima, Washington  
Every man is responsible to every other man.

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