

## **AF 447 · LOSS OF TRUTH · CHRONICLE OF A FRAUD**

The night of June 1, 2009 marked the tenth anniversary of one of the most dubious air accidents in civil aviation. On June 1, 2009, in the middle of the Atlantic, flight AirFrance 447 disappeared without a trace in a tropical storm. It had taken off from Rio de Janeiro and was bound for Paris with 216 passengers and 12 crew members on board. Experts around the world are puzzling over what caused the plane to crash.

For 2 years, the search for the wreckage of the missing Airbus A-330 in the depths of the Atlantic has been in vain. The search operations cost over 150 million euros. But an important parameter, a message automatically sent by the plane seconds before the crash, is not included in the official calculations of the size of the search area. The result is a simple but momentous miscalculation that nobody claims to have noticed to this day? Only the Frankfurter Allgemeine Zeitung was surprised in 2011 in a critical article "Two years wasted in the search for AF 447". If one tests the position-relevant message using school knowledge of mathematics, the remains of AF 447 could and should have been found within just 14 days. A professor of physics from Hamburg checks the proposed calculation method and confirms the astonishing result.

A state institution that miscalculated? Doubts arise about the official version! During the 24 months of investigative research, the authors come across a series of inconsistencies, omissions and scientifically irreproducible claims. What did the nuclear submarine deployed on site record in June 2009? The French navy remains silent until a minister suddenly announces the incomprehensible months later. The final report on the causes of the accident by the responsible authority in Le Bourget turns out to be a series of improbabilities. But a sum of improbabilities never adds up to a probability. Were the pilots really responsible for the accident with 228 fatalities, as claimed, or is there evidence of a previously undiscovered technical failure?

The relatives of the victims demand answers, but are given excuses. What is the story behind the accident report by a renowned aerospace scientist who, had he not changed his plans at short notice, would almost have become a victim of the accident himself? Initially, the German survivors' association "Hiop AF 447 e.V." believes it has the expert's advice and support, until part of its own legal representation suddenly disappears together with the expert and his knowledge into a distant foreign country. The investigation proceedings against Airbus and Airfrance in Paris have been dragging on for over 13 years now.

Why are there inconsistencies in the transcript of the cockpit voice recorder? Is it physically possible that one of the two flight data recorders certified up to 3400 G was damaged in the impact with a value 17 times lower? Eyewitnesses and photographic evidence speak for themselves. The authors give a well-founded description of how the bereaved and the world public have been deliberately deceived to this day.

Could the causes of other air accidents that have occurred in the meantime, such as XL-888-T and AirAsia QZ-8501, have something to do with the AF 447 case? What conclusions does the American NTSB draw from its investigation into flight TAM Airlines 8091? Had the manufacturer already determined at the end of 2008, after a minor A-330 malfunction on approach to Australia, that there was a rare software and or hardware error?

Does the history of the AF 447 crash need to be rewritten 15 years after the tragic accident? Can parallels be drawn in terms of economic policy with flight AF 296, the first crash of an Airbus in 1998? Did overriding interests once again protect the manufacturer in the investigation of the accident? Was everything completely different? An international scandal is brewing ...