

# The last flight of the Germanwings 9525

von

Др. Ульрих Христианович



Wikipedia

Tabea Sedlak March 13, 2025 on gmx

© Sky The Thursday Company

Germanwings crash: Do we know the whole truth?

Commemoration of Flight 4U9525

No crash, no misfortune: in Haltern it is "the catastrophe"

Updated on 03/24/2025, 10:32

\* \* \*

In these two reports on gmx, three recognized aviation safety experts investigated the case of the crash of Germanwings 9525 in the French Alps. In doing so, they investigated possible human and technical causes of the crash.

However, they questioned the official cause of the crash, namely personal failure of the co-pilot, because that is why the detected devices with the missing contents should not have been deleted consciously.

In addition, the extremely widely scattered and partially swallowed debris image spoke against the impact of the intact aircraft on the ground. If the plane had hit the aircraft on the floor, the debris would still have been recognizable as a compact aircraft, as would the bodies of the strapped-in persons on board. If an explosion had occurred, a black funnel would have formed in the ground.

Here is a short excerpt on the examination of the three experts, summarized by Tabea Sedlak:

*Relatives criticize that no more data could be found in the technical devices of the victims from the plane, which are still intact per se. The father of a passenger who was killed says: "There were enough technical devices that were externally intact and inside the boards were soldered out or deliberately mechanically damaged." A commissioned company specializing in the recovery of data from destroyed devices found that "the data was not destroyed, but was deliberately deleted".*

\* \* \*



FFH.de

<https://www.ffh.de> > video > mediathek > 427211-germanwings-tragoedie-was-wenn-die-wahrheit-... \*\*\*

## Germanwings-Tragödie: Was, wenn die Wahrheit eine andere is...

13. März 2025 · Was geschah wirklich an Bord von Flug 9525? Die neue Sky-Dokumentation zum **Germanwings**-Absturz beleuchtet Ungereimtheiten, gibt Hinterbliebenen eine Stimme und stellt offizielle Erklärungen...

There was therefore no plausible endogenous (aircraft-related or crew-related) possible cause of the accident, which is why it had to be an external cause of the crash.

Since no such cause of the crash had been found so far, it would have to be a novel cause (new kind) for the crash. The deliberate theft of these highly sensitive data pointed to such a novel cause of the crash with highly sensitive significance from the military-technical sector. The cause of the crash had to have been a miss by means of a novel military technology.

\* \* \*



N-TV

<https://www.n-tv.de> > politik > 35-000-Nato-Soldaten-ueben-fuer-den-Krieg-article14786146.html

## Großmanöver "Trident Juncture 2015": 35.000 Nato-Soldaten .....

Drohnen, Cyber-Attacken und bis zu 35.000 Soldaten: Die **Nato** bereitet in Ulm eine ihrer größten Übungen seit Jahren vor. Im Herbst soll das **Manöver** "Trident Juncture **2015**" in Südeuropa...

According to an oral statement by an anonymous person, a military million-euro project was nearing completion in the Düsseldorf area. It was about the further development of a power beam cannon of the German Wehrmacht for the sea-based defense of surface ships against enemy airborne attacks with a laser cannon.

As the very last step of this project development, however, the test operation under realistic combat conditions against an approaching enemy flying

object, which was assumed to also be equipped with a laser cannon in a case of war, was still missing.

When using this cannon, whose laser beam flies at almost the speed of light, hundredths of a second decide on the victory. And the prerequisite for this hundredths of a second advantage for victory is the target acquisition already at a very long distance. Due to the curvature of the earth on the high seas, the attacking aircraft flies in at a high altitude in order to be able to recognize far-away targets, and turns off again after the shot is fired so as not to be able to be hit itself.

For this reason, the target acquisition of such a flying object is already necessary when it appears on the horizon. Such airplanes were therefore expected at a high altitude, when they appeared on the horizon, because they appeared by surprise only from a high altitude and therefore could shoot at sea targets up to 800 kilometers away earlier than the defender.

This test trial from the Düsseldorf area now focused on two points in particular: Firstly, the first-time bundling of several laser beams fired simultaneously at the same target at the same time with the same cannon. By bundling, the manufacturer expected an increased accuracy on fast flying air targets. Secondly, the next very big NATO maneuvers were only due in two to three months. And that's where this cannon should then be used for manoeuvring. The reason for this was the already initiated war in Ukraine against Russia; in the process, the Baltic Sea was assigned to the Germans.

During the test attempt on the Germanwings from Barcelona, this was chosen because it flew on a simulated attack axe at high altitude, flight altitude 11'600 meters, and was just discovered.

During the test, it was NOT planned to shoot down the airliner, but to protect it by simulating a sufficiently wide target acquisition, deliberately FAR AWAY FROM the flying object in an easterly direction.

The laser beam was investigated by a Russian researcher and probably also discovered for the first time. A consultation with Russia would very well have led to the number 1 danger zone for such a side shot, namely to the very strong magnetic attraction of this bundled laser beam by metal objects in the

closer range of this bundled laser beam. For this reason, the shooter had to take into account a pipe-like safety area clearly next to the detected target.

In a real war, this magnetic attraction due to approaching metal targets is a great advantage: the shooter only has to aim approximately. The bundled laser beam automatically takes over the safe target search.

And so the shooter from the Düsseldorf area was able to deliberately fire a focused laser shot at this flying object on the left side next to it, which was automatically searching for the target, the Germanwings aircraft, because of its magnetic attraction; because of the too small safety distance on the left side to the planned air target next to the Germanwings aircraft.

Due to the unintentional hit of the Germanwings aircraft, this was welded out in a tube-like manner, as with a welding machine with a temperature of about 1,000 degrees Celsius. A subsequent combination of the metal finds would probably have revealed such a pipe-like hole in the hull.

However, none of this had anything to do with the co-pilot and the insurance company of Germanwings.

With love to the families of the victims, especially the family of Co-pilot Andreas Lubitz, who have all lost their loved ones due to this mishap.

Др. Ульрих Христианович