

# Jeju Air Flight 7C2216

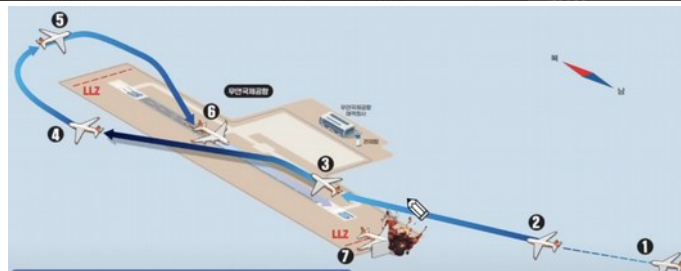
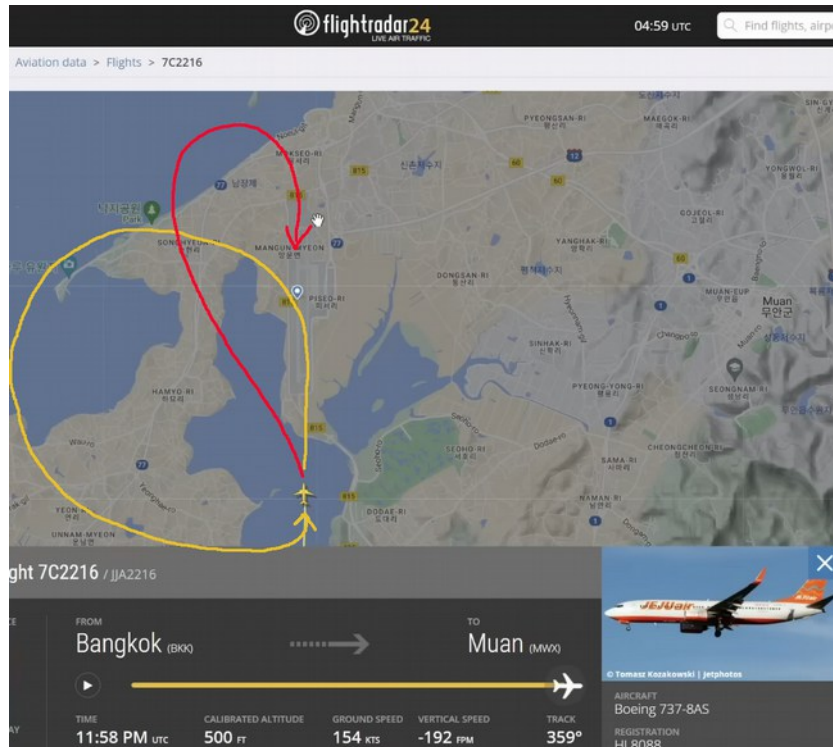


by Sean Mac Sherry

December 31, 2024

I woke up to some of my Korean friends expressing their deepened sadness to those who lost their lives during the fatal plane crash at Muan International airport in South Korea this Sunday. Numerous world leaders have also sent their sympathies, which is not a good sign as they're all merely actors and actors are usually involved with fictional events, our first clue. The next clue comes when we discover only 2 of the 181 passengers onboard flight 7C2216 survived the deadly crash landing. Naturally, causing me to throw my hands up in the air and say, "Of course, aces and eights!" While you're at it, do me a favor and add up that flight number. What do you get? 18, correct! Now we have aces and eights, dead man's hand, TWICE already. I fought back the urge to tell most friends what I really thought of the crash—that it was likely another fake, the usual; however, I couldn't say that to all of them as I would look like a crazy insensitive asshole. At any rate, The aircraft departed from Bangkok at 1:30 am (local time) and was scheduled to land in Muan at 8:30 am. The plane crashed 3 minutes after 9 am and the flight data recorder was found at 11:30 a.m. A nauseating amount of numerology. We are informed that air accidents such as these can be caused by a cocktail of factors which can take up to months or even years to piece together; however, I will do it in a few pages, performing the absolute bare minimum when it comes to researching stories like these, using various news articles easily found on the internet and pointing out some major red flags in order to show why I believe this crash was staged.

A spooky detail about this flight is that it goes missing on flight-radar during its approach to Muan. That doesn't make any sense. Why did it go missing? Where is the rest of the flight data? What are they trying to hide here? They tell us not to speculate but they're forcing us into a guessing game.



The plane was heading due north toward the landing strip but hit the runway heading due south. During a normal approach, the tower would designate the plane on where to land, and in the event of a failed approach, the plane would abandon the landing, gain altitude and head toward a holding zone away from the airport. The pilots would then perform a set of diagnostic checks concerning the engine, flaps, hydraulics, landing gear, etc., continuing to circle until they deduced what forced them to abort the landing. Once the problem was diagnosed, a new configuration to land would be set in motion before lining up for a second approach, likely being assigned the same runway as it has already been prepared for them. However, this is not the case with our flight which decided to skip all formalities and immediately land after a quick u-turn on a likely unauthorized runway. What puzzles me is why they refuse to show what they predicted was the plane's path before touchdown at Muan. Could we be dealing with two planes, one feints an emergency and flies off while another empty plane makes its debut on the world theater? Maybe, why else would they not show us the plane's flight path data? It mysteriously disappeared. The dog ate it, I guess. Also, did you happen to catch the registration number of the flight? HL8088.

All major news outfits lead by embedding a [video of the crash](#). Seeing is believing, after all, right? The video is taken by someone atop a roof behind some coffee shop. What is this person doing up there,

enjoying their early morning ice Americano just in time to see this plane crash right in their lap, catching it all on video at 9 in the morning on a Sunday? Perhaps they're a plane fanatic, a connoisseur, if you will, who likes to watch planes come and go. Okay, but that doesn't explain how this person managed to notice this plane was about to crash, find their phone, open the camera app, switch to video and start filming in a matter of seconds in order to catch this whole event in frame, from touchdown to fireworks, for your viewing pleasure in an exceptionally cool, calm and collected demeanor. Impressive, to say the least.

Our next problem lies with the landing gear, which was not extended during landing. Why? Nobody seems to know the answer to that question. Some blame a flock of birds, a laughable excuse. Australian airline safety expert Geoffrey Dell fired back saying, "I've never seen a bird strike prevent the landing gear from being extended." Neither have I, Dell. Others point to engine problems after the plane's turbines had ingested said birds. Astonishingly enough, another netizen happened to be looking up exactly when the bird strike happened and recorded it on their Nokia 3650, promptly sending the blurry and pixelated video into South Korean news outlets. What are the chances? [Here is the video](#). I don't see any birds, do you? The video only shows one engine being "stuck" and planes can operate sufficiently on a single engine, though some "experts" proclaim the aircraft's electronics and hydraulics may have malfunctioned after the hit; on the other hand, seasoned pilots disagree with that statement, saying single engine loss doesn't cause huge hydraulic issues.



Planes are equipped with manual operated landing gears for just such an occasion, so there really is no reason for them to have not been lowered. "It's really, really very rare and very unusual not to lower the gear, because there are independent systems where we can lower the gear with an alternate system," said flight safety expert and Lufthansa pilot Christian Beckert. To further salt this in, the Boeing 737 has 3 handles, as pictured above, one for each landing gear, that can be pulled to allow the gears to lower on their own weight. In other words, they're telling us **all three separate landing gears failed to deploy**. Highly unlikely, in my opinion, but let's say for the sake of argument a catastrophic malfunction did occur, preventing all landing gears from being engaged, like in the video. The pilots would be left with burning their remaining fuel off, reducing their touchdown speed, and leaving the rest to good ol' physics once they began sliding on the tarmac, utilizing their wing flaps to further reduce speed, **something they did not do in the video**.

The pilots sent a mayday distress signal notifying the tower of their issues which should have prompted airport officials to immediately commence life saving precautionary measures, since, as you would

expect, there are standard protocols for belly-landings. Dell states “You come in with minimum fuel, you have fire tenders in attendance, covering the runway with foam and you land at the furthest end of the runway and usually it ends up being an OK situation.” Just another day at the job, barely an inconvenience.

**"Why didn't fire tenders lay foam on the runway? Why weren't they in attendance when the plane touched down? And why did the aircraft touch down so far down the runway? And why was there a brick wall at the end of the runway?"** said Airline News editor Geoffrey Thomas.

Good questions Thomas, unfortunately, your guess is as good as mine. The tower had reached out to the pilots minutes prior to the supposed bird hit suffered by the plane, warning them of a potential bird strike as the airport's surrounding muddy tidal flats are a favorite resting place for migrant birds. Mr. Jew, I mean Mr. Joo Jong-wan, a director of aviation policy at the Ministry of Land, Infrastructure and Transport confirms the pilots did, in fact, get in contact with the tower and received permission to abort landing and circle around for a second attempt **5 minutes** before the plane went down. Therefore, the tower had ample time to inform emergency personnel to prepare the runway for a potential crash landing. Why didn't they? When authorities were presented with the question, it was concluded the response teams didn't have enough time to react. You're telling me these emergency teams, who are stationed on site, failed to contribute any form of help in a whole 5 minutes? You have to be kidding me! I'm starting to think this plane was meant to crash.

Again, we find the pilots ditching yet another one of their standard procedures, as Thomas underlines above, coming in very hot and landing near the end of the runway—giving themselves little chance for friction to act on the aircraft. It's almost like there was no attempt whatsoever to slow this plane down until it met nose first with an immovable object, that is. Was this a rookie rookie pilot? No, quite the opposite actually. The plane was under command of 45-year-old Captain **Han**, who is said to have clocked in around 7,000 hours of flight time and has been employed by Jeju Air for a decade. Han=Khan=Kahn=Kohen. Oh, and I almost forgot, Captain Cohen is an **Air Force Veteran**. Say it ain't so.

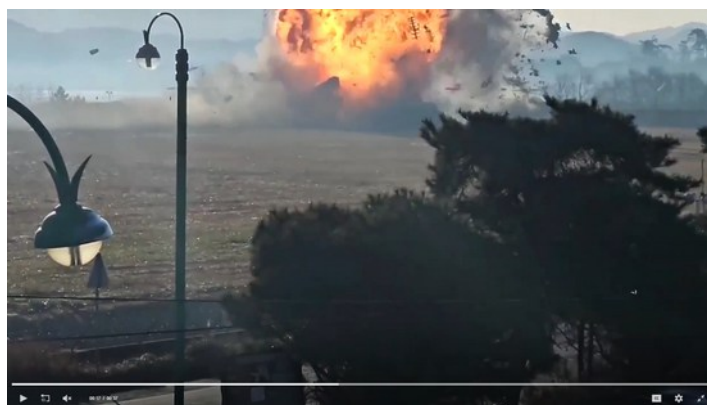


Why is there a steel reinforced concrete wall at the end of this runway? Supposedly the airport is designed

according to standard aviation safety guidelines but ICAO stipulates that all installations should be engineered to be frangible inside the runway area, for obvious reasons, as having a plane slam into a solid wall as if it's some crash test lane is a recipe for disaster. This barrier was a bit of a surprise to former pilots analyzing the crash, all being horrified by the wall's robust construction, saying they had never seen anything quite like it in all their years.



I have never seen one, either, nor can I find an image of a runway with such a wall harboring the mostly plastic localizer antennas. There is no reason to protect these antennas behind thick concrete barriers, and, as shown above, they're usually set up with no barriers, **making me think this obstacle was specifically placed there for this event, ensuring a contained explosion**. To no surprise, they're sure to cover that angle of thought by saying satellite images show the concrete structure has stood at the southern end of the runway close to the perimeter fence for many years. Sure, I would need more proof other than some Google maps search that they can and do tamper with to suit their needs as we have seen in the past. I have a hard time believing this airport was operational with an illegal runway for so long. Leading air safety expert David Learmount went on record stating the collision with the wall that supported the guidance system at the end of the runway was the “defining moment” of the disaster. “Not only is there no justification [for it to be there], **I think it's verging on criminal to have it there.**” Do you really think this airport was willing to open themselves up to massive lawsuits and fines for such a structure?



Which brings me to the explosion itself: how was it even possible in the first place, given normal circumstances? Again, planes arrive at their destinations with only a small amount of reserve fuel left, a

mandatory safety margin required by regulations in case of an emergency. Again, our Ace pilot should have burned off what was left of the remaining fuel before performing the belly flop and rescue teams should have foamed the runway, preventing sparks from igniting any leaking fuel, but of course they didn't—continuing our patterned theme of negligence, not suspicious at all. In spite of all of that, it's still curious as to what fed the massive fireball in the video that would make even Michael Bay blush. Did the plane have a full tank of fuel? No one questions it, no one bats an eye at how a giant chunk of aluminum that should have had little to no fuel somehow exploded with a comparable size factor of 250 lbs of TNT. Nothing to see here, folks, move along, but before you go donate to the families of the ones who perished in the flames, a lot of them unrecognizable, some not even by gender.

**One official told the crowds they are unable to view the deceased as their bodies were “very badly damaged”, according to the BBC.**

Allegedly only 5 five bodies have been identified so far with the rest falling in an assorted pile of 600 or more body parts. A gruesome image placed in the mind to deter further thought. Think about it. If that was truly the case, why are there so many pictures of the crash site? Did they edit out all of the arms, legs, heads, and torsos littering the crash site before mass posting their professionally done photos on the internet, in record time, might I add? Let me guess, I can't see them because they're all charred? Right, a very convenient excuse. The usual, a bunch of mysterious victims with no bodies that will remain unquestioned by the general public. I would bet some of these people are taken from a morgue list of the recently deceased, others cashing out on an early life insurance policy by faking their death. Unfortunately, I can't easily look up South Korean citizens like I can do here in the US. If someone knows how to do so, I would love to know how, though I imagine it would be a bit tricky for someone who is but a child when it comes to 한글.

Anyway, they know you won't question the deaths of someone's family. You should, especially since this story is being promoted by the mainstream media, but you won't. Many people will instantly fold to the heartbreaking stories placed before them such as saddening last second text messages and social media updates. There are undoubtedly more dreadful stories in the bag to be drip-fed to you in the days to come, keeping you sedated. However, I think all of the victims' families are crisis actors, paid by Intelligence with the tax money of the Korean people. As for my fellow Americans, don't think you're off the hook from this con job as Biden says the US is ready to provide assistance to South Korea following the tragic plane crash. After all, the US owns South Korea and their fake controlled opposition in the North, hence the reason we have over 70 military bases in the “land of Han” (land of Kohen). Let's take a closer look at some of these examples of seemingly distressed families. Bear in mind, these people allegedly just lost their loved ones.



Ask yourself if you had just been notified that your son or daughter or wife or husband just perished in the crash, would you want some asshole stuffing his camera in your face, snapping pictures of your misery for profit? I didn't think so. I would imagine a majority of people would have some choice words for these photographers trying to take such images, though, oddly enough, we find them unbothered, letting strangers analyze their pores. You have to laugh. These photos scream staged. Then we have exhibit C: a woman consoling her daughter while wearing a "Lee" branded baseball cap. Everything is a joke to them. You see, anybody can tell a story and say they knew someone on that plane, it doesn't make it true. The media exclaiming the victims' families are pleading for answers is just more hot air used to further play on emotions. People get paid to lie every hour of every day. The professional liar business is booming with millions of people lining up for a job. You really can't blame them though, it's the easiest and best paying job out there. It's best to direct your anger at the puppet masters, not the puppets themselves.

The moral of this story is nothing ever goes right, all standard procedures were thrown out the window and everyone seemed to do everything wrong. Very strange, you have to admit. I have no reason to believe anybody was ever on this plane, meaning nobody died. If I had to make an educated guess, the plane was being operated from an external source via remote control, which shouldn't be too hard to believe in this day and age with all the drone vaudeville. They have been flying all sorts of aircraft in this manner since WWII, see [Operation Aphrodite and Operation Anvil](#). They have also been crashing them this way, too. Think Kamikazes. Who was controlling the plane? Someone in the tower, I presume. The Air traffic control tower would offer the best vantage point on the aircraft while it was being controlled. It would also explain why the tower didn't inform emergency personnel to prepare the runway for a crash landing. This plane was destined to be a world wide spectacle, which is why it was loaded with a hefty

amount of explosives or a full tank of fuel to ignite that big ball of fire that wouldn't have been possible otherwise.

You will say what about the two survivors who managed to live by some miracle in the tail end of the plane? Turns out they are both **crew members**, one being a 33-year-old man with the surname **Lee**. *Oy vey!* Surely, you saw that one coming, no? We are told he and the other survivor, a 25-year-old woman with the surname **Koo** (Koo/Koon/Kohen), are both flight attendants employed by Jeju Air, the first and largest South Korean airline, suggesting they could be insiders playing a part. I wouldn't be the least bit surprised if they're in some way related to Jeju Air CEO Kim E-bae. Regardless, it makes sense to have survivors as it helps sell the narrative, someone who can go before the people and tell their bullshit horror story, making others feel bad if they don't believe. You know, [like the Holocaust](#).



**More than 1,570 personnel from the military, police and government have been deployed to Muan in South Korea's Jeolla province to provide support for the recovery effort, an official from the country's transport ministry said.**

Oh, really? Now what could the military possibly do here, besides pick up some metal scraps? They don't have some underpaid blue collar workers to do that job, having to send in government paid operatives? A military led clean up crew should raise some eyebrows as it could suggest this was a military led operation from the start, a psyop. The pilot of Jeju Air Flight 7C2216 was "former" Air Force, remember? Giving everything we know, that all but confirms it.

So, the question becomes why would they do this? To instill fear and depression at the forefront, of course, keeping the people in a constant state of despair which keeps them not only obedient but profitable. With the South Koreans currently in a manufactured political turmoil theater with staged impeachments left, right, and center—this event only adds to the confusion. Their heads must be spinning like dreidels over there. It's also a continuation of the manufactured Boeing Max hysteria, scaring people into not flying. Nothing cancels flights faster than a plane blowing up. As a matter of fact, we are told Jeju Air is facing massive flight cancellations as we speak. So, be sure to follow suit and postpone that planned trip, yet again, to that beautiful sunny beach you have been dreaming of. Stay in that dark hole of



yours as it's much safer there.

Oh, and what is this? In the aftermath of the deadly crash, new *acting* President Choi Sang-mok, who is also deputy prime minister and finance minister, presided over a task force meeting on the crash and instructed authorities to conduct an emergency review of the country's aircraft operation systems. "The essence of a responsible response would be *renovating the aviation safety systems on the whole to prevent recurrences of similar incidents and building a safer Republic of South Korea*," said Mr. Choi. Oof, that sounds expensive! Looks like they didn't want to pay for the renovation of their own airports, thus they fit you with the bill.

It would seem New Years events were subdued in South Korea this year. Festivities were significantly scaled down or outright canceled as the president declared a week-long mourning period for this fake event. The Phoenicians are insufferable, aren't they? Canceling one of the few celebrations we get a year and prescribing 7 days of mandatory depression in remembrance of a bunch of ghosts.

**Miles here.** Good work Sean, I thought this crash was staged the moment I saw it. But I want to be sure the readers understand what really did happen here. The crash was real, but they switched planes and no one was onboard. The plane that crashed was an old one they had retired, and they probably found a way to collect insurance on it for loss. It was on remote control. It isn't just this event, ALL the recent airplane events are being staged for a variety of reasons, but Sean is correct that the primary one is to create fear and lower air traffic by the Gentiles. I guess the Phoenicians are tired of being crowded by the middle classes on vacation, especially in Western Europe and other hot tourist destinations. They would prefer we stay home and work for them, like good little slaves, so in that way at least they ARE trying to turn the calendar back to the 1950s. You will say we are all crammed into coach, where we shouldn't be a bother to them, but it isn't the flights that are the problem there. It the hordes of middle class tourists on the ground everywhere. No, we don't clog up their 5-star hotels, but we clog up everything else, including the roads, the rails, the museums, the beaches and the restaurants.

And yes, these are also eyes-off events, since the Phoenicians need a constant supply of sexy and gory fake events to keep your eyes off reality and keep you from focusing. Job one is moving you on from the last vaccine genocide and softening you up for the next one. Job two is moving you on from the trillions just stolen from the treasury in broad daylight and the trillions about to be stolen tomorrow. Fake news along with sports and celebrity gossip has always done that very well, and now that celebrity gossip is waning a bit due to the crash of Hollywood they have to make up for it with a rise in fake news.

And yes, it is no accident this happened in South Korea, since they are in especial need of diversion right now, to cover local fascist machinations above the normal level.