

GERMANWINGS 9525 PLANE CRASH IN THE FRENCH ALPS

by Herzog von Schwarzkopf

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This is only my opinion based on a research from mainstream internet sources, which obviously anyone can do, but is not doing, apart from Miles. Miles in green as usual.

A few days ago, I saw in the news that it is the 10th anniversary of the plane crash in the French Alps. It was all over the news in Europe. You can only imagine the news coverage back then immediately after this happened ten years ago. Immediately, Miles and his papers on fake events came to my mind, and I started reading some of the news articles, with the sole intention to find recognizable numerology in them. Surprise surprise, I found the famous numbers here as well. [The article comes from *Die Welt*](#), one of the German major news outlets. It is about Klaus Radner (according to this he is an **entrepreneur**), the father of one of the plane crash victims, **Maria Radner**. Together with Maria, her husband **Sascha Schenk** and their son Felix were on the plane. [Here they mention Felix](#) was exactly **18** months old. Maria Radner (1981-2015) was **33** years old when she died in the crash. The article also mentions the exact departure of the plane, it took off from Barcelona at **10:01** exactly. Not 10 o'clock, but 10:01. Why do we need to know that? It crashed in the remote commune of Prads-Haute-Bléone, **100** km (62 mi; 54 nmi) north-west of Nice. The site is about **10** km (6 mi; 5 nmi) west of Mount Cimet, where Air France Flight 178 crashed in 1953. **[That's cute isn't it, seeing that flt 178 had 33 passengers, and the famous deaths were Jewish musicians on their way to Beirut. A Stradivarius worth millions was also allegedly lost.]** The pilot who purpose crashed the plane was born **12/18/87**. And last but not least, the article mentions that Klaus Radner will with his wife together travel to the French Alps, and there from a mountain view platform at a height of **1800m** look at the crash site. I found also the information that Maria's mother died 2003. She is never mentioned in any article, which makes sense as she died long ago. However, I couldn't find anything about her and the maternal line of Maria. From the obituary I would guess Maria's mother maiden name was **Grob-Loetz**.

This would be, according to Miles' criteria, not one, not two, not three, not four, not five, not six, not seven, not eight, but nine red flags regarding numerology in one short article. That isn't complex numerology, requiring a bunch of gematria. It is based only on aces and eights and 33. That made me want to research more.

The article included a few pictures. One of them is the one below showing the relatives visiting the crash site. Conveniently all the faces are turned away.



Very strange and useless. Below is the memorial site which is close to the crash site. You have to remember this is in the Alps, but in this picture all the candles and stuff are perfectly in place. I guess no rain, no wind there. Of course it could have been that all was put in place once visited by relatives, but it looks a bit staged. In addition, 150 people died there, but we see only a couple of candles and pictures.



Let's go back to Maria Radner, as she is apparently the most famous person who died in the crash. Most of the German news articles are about her, and her father's appearances in the news afterwards. Her parents had immigrated from Austria and started a [trading company](#) in Germany. This was before she was born. She was a German contralto who performed in operas and concerts, in the US and Europe. Her mother died in 2023, but I could nowhere find her name, which is a bit strange.

[Maria has a page on IMDB](#). She sang in plays and music from Richard Wagner, many in the Leipzig opera where Wagner originally comes from. Wagner is often mentioned on her Wiki page, thus seems to be important somehow. She acted as Erda (Earth) in *Ring der Nibelungen*, and also a major part in the *The Valkyrie*. This will be interesting combined with information that will follow below.

The surname Radner looks to be "Phoenician", as there are a lot of Phoenician people with this name, for instance Gilda Radner. She is born in Detroit, Michigan, to Jewish parents Henrietta (née Dworkin), a legal secretary, and Herman Radner, a businessman. Interestingly enough, she is the 2nd cousin of Microsoft billionaire Steve [Ballmer](#).

There is a Karen Radner, she is a recognized Austrian Assyriologist, who wrote books about [Assyrian, Babylonian Kings](#).

As already mentioned, Maria's son and husband were onboard as well. She was flying back from a concert in Barcelona where she performed together with colleague Oleg Bryjak. There is Krzysztof [Bryjak, famous actor](#), but I couldn't establish any relation with Oleg on short notice. Krzysztof is mentioned to have the Jude Law looks. Perhaps a cousin? [The Bryjaks are Jewish, see Auschwitz records.](#)

Now to her husband, his name was Sascha Schenk, a professional insurance specialist. With a simple search I found that Schenk is a Jewish and German occupational surname, derived from "schenken" (to pour out or serve), referring to the medieval profession of cup-bearer or wine server (later also to tavern keeper). At one time, only Jews were allowed to sell alcohol in the Russian empire, which is why Schenk (Russian) and its later surname variants are very common. There are many famous Schenks or Shenks, but this below I find particularly interesting.

We find Claus Philipp Maria Justinian [Schenk Graf von Stauffenberg](#) (15 November 1907 – 21 July 1944) was a German army officer who is best known for his failed attempt on 20 July 1944 to assassinate Adolf Hitler at the Wolf's Lair, part of *Operation Valkyrie*. [I remind you a graf is like an English earl.] This was a plan that would have seen the arrest of Nazi leadership in the wake of Hitler's death and an earlier end to World War II. [This operation was of course a fake. A fake within a fake.](#)

This Claus had two brothers (twins). The first one was Count Alexander von Stauffenberg (German: Alexander Franz Clemens Maria **Schenk** Graf von Stauffenberg (15 March 1905 – 27 January 1964) a German aristocrat and historian. His twin Berthold **Schenk** Graf von Stauffenberg died 1944 **10 August**. So, two brothers were executed 1944 (Claus and Berthold, but Alexander somehow managed not to be executed and lived until 1964, even though his wife was known to be Jewish. Her father was Michael Schiller, who converted to Christianity at the age of **18**. Her mother was Margaret Eberstein, but I won't bother you anymore about him since probably everything on his Wiki page is not true.

Let's check now the famous descendants from Claus. His daughter Konstanze von Schulthess-Rechberg (born 27 January 1945) is a German author. Konstanze is married with Dietrich von Schulthess-Rechberg (1937) and they have four children. Their son, Philipp von Schulthess (born 1973), is an actor who played a supporting role in the 2008 Hollywood movie *Valkyrie*, a depiction of the failed plot in which Philipp's grandfather was involved. When it was announced that the film would feature US actor Tom Cruise as Claus von Stauffenberg, Konstanze's brother Berthold, the eldest of the Stauffenbergs, expressed an apprehension that the film might become "horrible kitsch". Which of course it was. As well as horrible propaganda. [Here is his IMDB page](#).

So you see our "dead" singer/actress is probably of nobility, related to these former Schenks through her husband. Did she and her husband fake their deaths to go into German Intelligence, or did they just need to cash out a life insurance policy? We may never know.

Let's move now to the Lufthansa pilot who allegedly crashed the plane on purpose. It was Andreas Günter **Lubitz** born in South Germany (**18 December** 1987– 24 March 2015). I couldn't find much about him, apart from the always same reoccurring numerology. The plane was an Airbus A320-211 type of Germanwings Flight 9525 (GWI**18**G & D-AIPX). After completing his training, Lubitz worked as a flight attendant for **11** months, then as a first officer (co-pilot) for Lufthansa subsidiary Germanwings from September 2013, completing around 630 flight hours on the Airbus A320. [Much more on Lubitz below](#).

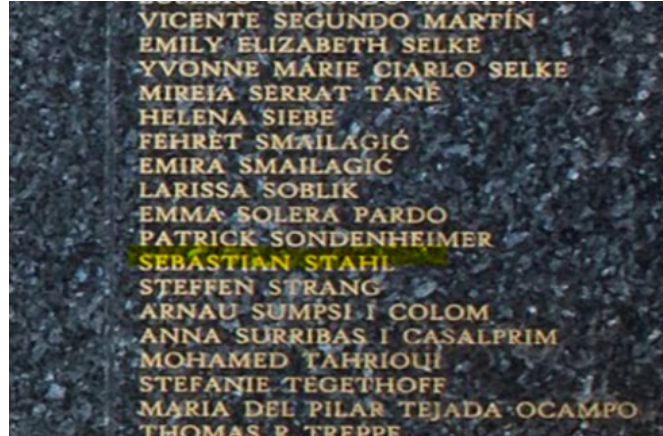
In order to get more information I had to dig deeper. Therefore I did a people search for almost all the flight passengers. In total 150 people allegedly died in the plane crash, out of it there were six crew members, including co-pilot Andreas Lubitz. There were 16 students + 2 teachers (total **18**) also among the death in the crash from the same school.

[Here you can see the memorial tombstone](#) with all the names written on it:



I have checked almost all of them, but will of course mention only the ones where I got some interesting information quick and easy.

Michael Schumacher's (the famous driver) stepbrother Sebastian Stahl was at first said to have been on the plane, and his name is on the memorial, but they now tell us he wasn't. That makes no sense, of course, indicating someone probably chickened out on their part of the conjob.



Then we have Dennie Gortmann and Geert Olthoff. They were two friends and football players. [There is a story](#) about them with a picture from Barcelona before they left. The picture looks like a poor paste-up to me.



Yes, definitely greenscreened.

[Then we find two Iranian sports journalists among the dead.](#) Milad Hoojjatoleslami and Hossein Javadi. They flew first time over Europe and sadly crashed. This you would call unfortunate. This was confirmed by Iranian foreign minister on social media, as well. Not sure how credible he is, but journalists on the death list are always a red flag in an event like this.

[Further, we find a family of three.](#) including father Yerbol Imankulov, born in 1965, mother Aizhan Issengaliyeva, born in 1966; and Adil Imankulov, who was born in 1989. Yerbol Imankulov was a director of the Tau-Ken Temir company, a subsidiary of the Samruk Kazyna **Sovereign Wealth Fund**, and managed a project to revitalise silicium production in the Karaganda region. Looking into this Wealth fund, it employs currently more than 300,000 employees, and owns most of the major companies in Kazakhstan. His wife was a director at KazZinc-Aina, another mining company. KazZinc employs almost 30,000 employees. So strange that these rich people would travel with a low-cost budget airline, especially coming from a country like Kazakhstan.

Among the victims was also Gabriela **Maumus**, an Argentinian rock band bass player for the band *Asalto al Parque Zoológico*, and her boyfriend Sebastian **Grecco**.

[Let's go now to the three American victims](#), where we find some interesting information. The mother-daughter pair Yvonne and Emily Selke. Yvonne living in Virginia and working at consulting firm **Booz Allen Hamilton**, largely working with the National Geospatial-**Intelligence** Agency. Miles readers are very well aware of the profile of this company, so this is a HUGE red flag. Emily Selke graduated from Drexel University in 2013 as a music industry major.

The third American victim in the Germanwings plane crash has been identified as Robert Oliver **Calvo**, an American citizen born in Barcelona, Spain. Calvo worked as a real estate coordinator for the Spanish-based fashion company Desigual, a company spokeswoman told ABC News. Calvo covered German real estate for the company and was headed to Dusseldorf on a business trip with a Spanish colleague called Laura Altamira at the time of his death, according to the Desigual spokeswoman. The founder of Desigual was Thomas Meyer. It doesn't sound Spanish to me. There are many persons on Wikipedia with this surname Calvo. It is a Spanish, Italian and **Jewish**, meaning bald, which was first used during the Middle Ages. Please look at [this video](#). It is a interview with his father. This was just two days after the crash. Do you think a father losing his son just two days ago would speak and laugh like that? His father's name is Robert **Tansill** Oliver.

Then there is a family (granddaughter, mother, and grandmother) who had set off for a trip to Manchester, England: 12-year-old Emma Solera **Pardo**, her mother Emma Pardo **Vidal**, and grandmother Emma Vidal **Bardan**. **Was everyone on this plane Jewish? It is starting to seem like it. This has the feel of [the 911 passenger list](#).**

Pardo is a very old surname of Sephardic Jewish origin that derives from the Greek and Latin name *Pardus* which means leopard. Interestingly, we can connect this surname with the Covina massacre carried out on Christmas Eve, 2008 in Los Angeles County, California. Bruce Jeffrey Pardo, 45, **wearing a Santa suit**, entered a property belonging to his former in-laws in Covina and killed nine people by shooting or from the fire he started. Pardo was later found dead from a self-inflicted gunshot at his brother's residence in the early hours of Christmas Day. **So we can assume that was also a fake.**

Emma Pardo's father is Juan Ignacio Solera, he is the founder and chief executive of iVOOX, a company that makes a popular software application for podcast downloads. iVoox is a podcast and radio platform in Spanish. The third most used podcast app in Spain, after YouTube and Spotify.[1] <https://en.wikipedia.org/wiki/Ivoox>

Lastly, let's check some information about the airline. Germaniawings GmbH was[1] a German low-cost airline wholly owned by Lufthansa[2] which operated under the Eurowings brand. As part of the 2013 restructuring and relaunch of Germanwings, around 30 Lufthansa aircraft were to be added to Germanwings' fleet of 33 aircraft.[9] Additionally, the 23 aircraft currently operated by Eurowings for Lufthansa flights not flying out of Frankfurt and Munich were to join Germanwings. The new Germanwings was to operate around 90 aircraft. This was all in 2013. However, already in January 2015, Lufthansa Group announced that it would discontinue the Germanwings brand and replace it with Eurowings starting in late 2015.[14]. This was two months before the crash. The timing is very suspicious, indicating they may have needed to get rid of this plane for some reason. Maybe it was uninsurable. We saw one of the passengers was a bigwig in insurance.

The airline had had also a long-standing dispute with the Vereinigung Cockpit union, which demanded a plan in which pilots can retire at the age of 55 and retain 60% of their pay, which parent Lufthansa insists was not affordable. Germanwings pilots staged a nationwide strike in support of their demands in April 2014, which lasted 3 days. The pilots staged a six-hour strike in September 2014. Simultaneous strikes were staged by Lufthansa pilots.[10] So the timing of this is also suspicious.

Germanwings operated independently as Lufthansa's low-cost carrier until October 2015, when Lufthansa decided to fully transfer the brand identity of its low cost short haul-product to Eurowings.

Miles here for more fun:

The crash was deliberately caused by the co-pilot, Andreas Lubitz, who had previously been treated for suicidal tendencies and declared unfit to work by his doctor. Lubitz kept this information from his employer and instead reported for duty. Shortly after reaching cruise altitude and while the captain was out of the cockpit, Lubitz locked the cockpit door and flew the plane downward into a mountain.[4][5]

How could they possibly know that? Think about it: they all died, so who reported he locked the pilot out of the cockpit and purposely crashed the plane? You will say they recovered the recorder/logs. Yes, but if the pilot was locked out, neither he nor anyone else could have recorded or logged anything. This is all just speculation, based on . . . what? The doctor? The doctor would be required to report suicidal tendencies of a commercial pilot to the airline and government, so that makes no sense, either. A declaration of unfitness to work for a pilot isn't just written on a post-it note and handed to the pilot, it must be filed with the proper authorities. That is what such a declaration is, you know: it isn't just some words the doctor says into the air, it is a form he fills out and sends through the proper channels. With a commercial pilot, it isn't sent

snail mail, either, it is called immediately, for obvious reasons. So the fact anyone would believe this is. . . beyond belief. It is on a par with the story we are always told about Presidents of countries having no security and walking around alone in the middle of the night on the streets of a big city. [See Olof Palme](#), as just one example. This is storytelling for morons.

Aviation authorities swiftly implemented new recommendations from the [European Union Aviation Safety Agency](#) that required at least two authorised persons to be in the cockpit at all times but, by 2017, this rule had been dropped.[6]

Ah, so that makes sense, right? Change the rules for two years and then change them back? The usual baloney. How about require doctors to report death wishes immediately to the airlines? They don't mention that, do they? Why not? Because they [already had that rule](#) and they don't want you asking that question.

Under German law, employers do not have access to employees' medical records, and sick notes excusing people from work do not give information about medical conditions,[89] so employers must rely on employees to declare their lack of work fitness.[53][90][91]

Liars! Do you really think an airlines wouldn't have access to its pilots' medical records, due to privacy concerns or something? That would be like claiming the army has no access to soldiers' medical reports, due to privacy concerns. I guess we are supposed to believe the army couldn't ask a recruit how tall he was, or weigh him, because they might be infringing on his right to privacy.

The following day, authorities again searched Lubitz's home where they found evidence he suffered from a psychosomatic illness and had been prescribed two antidepressants, escitalopram and mirtazapine, and a sleep medication, zopiclone.[92] [93] Toxicological examination of Lubitz post-mortem revealed the presence of all three.[1]

Again, they think you are an idiot, since you are going to believe an airline doesn't have the right to know whether its pilots are drugged to the gills on antidepressants and sleeping pills. What if he was shooting up heroin in the cockpit, would they have a right to know that?

By 2017, Lufthansa had paid €75,000 to the family of every victim, as well as €10,000 in pain and suffering compensation to every close relative of a victim.

That's only about 12 million euros, so it isn't believable. If this had happened in the US, every family would sue for gross negligence in that amount and win, resulting in losses for the airline of at least a billion dollars. Germany may have limits below the US, but even so we would expect to see many big lawsuits and huge losses for Lufthansa far above 12 million euros.

But back to Andreas Lubitz. The pilot he locked out was Patrick Sonderheimer. Oh, what do you know, another Jew! What are the odds! Except that the name has been fudged: it should be Sondenheimer, and is in many reports. In fact, it should probably be Sondheim, since that is the more common spelling: think Stephen Sondheim. Anyway, Lubitz is also Jewish, and it may have been fudged from Lubicz, since that would link him to Polish nobility. See Lubicz-Baranowski*, nobles closely related to the Lubbock baronets; the Denisons, Earls of Londesborough; the Fanes, Earls of Westmorland; the Curzon-Howe Earls; and the Somersets, Dukes of Beaufort. Strangely, I couldn't find Andreas' parents names anywhere. Many stories mention them but do not name them. Findagrave claims he is buried in Montbaur but no stone is pictured: the whole point of the site.

Lubitz actually lived in the US for a year in 2008-9 in Goodyear, AZ. That is also a huge red flag, since Goodyear is a spooky suburb west of Phoenix, just south of Luke Air Force Base. Goodyear is literally right on the edge of the base, sort of like Aurora in Denver. In [this strange story at the Guardian](#), they claim Lubitz was at a Lufthansa flight school in Goodyear, but that makes no sense. They have plenty of flight schools in Germany. Even weirder, they claim he was busted out of that flight school, being deemed unfit. They also admit he was working as a flight attendant for Lufthansa as late as 2013, four years after being deemed unfit. So he was a stewardess, not a pilot. Not the usual arc of a pilot, it goes without saying. He allegedly became a pilot in 2014, just a few months before the incident. So this just keeps getting weirder. I don't believe he was ever a pilot at all.

The Guardian even admits that one of the fake 911 hijackers Hani Hanjour came out of a flight school in this area of Goodyear, AZ. That's a bit revealing, isn't it? Just more proof that Lubitz, like Hanjour, was some sort of cloaked agent.

Plus, *The Guardian* and Wikipedia have different stories. The first says he was in Goodyear in 2008, the second says he was there in 2010. Wiki claims his first major episode of depression was in 2008, after dropping out of training in Bremen. But this story at *the Guardian* says he was in Goodyear at that time, and that he was busted out of his training as unfit, but not for depression.

[Here](#), they contradict mainstream reports by telling us this Andreas Lubitz, 27, was happy and well-liked by colleagues. He had lots of friends and no one thought he was depressed or suicidal. That is something that is pretty hard to hide. It doesn't happen overnight.

[Sondenheimer] tried to breach using the ax, but according to the new regulations after the 9/11 attack, it was almost impossible to break inside the cockpit.

Right. You've seen those doors. Do you think you couldn't get in with an ax? You could probably get in with a hairpin.

They must have gotten some great wreckage photos, right? Nope:



That's about it. Are you sold? Reminds us of Shanksville and the Pentagon, doesn't it? We should see this broken up:



But don't. I guess most of it disappeared into the ground. Maybe there is a sinkhole there.

And here is something I just saw, missing it until now:



Do you see it? They were flying to Dusseldorf, so there was no reason to be so far east or to fly over the highest Alps at all. Yes, they needed to go somewhat east at first to fly around the Pyre-

nees, but after that they could turn north, passing Marseille to the west and going up the Rhone valley. That is the flight path to Lyon, of course. So, like the Titanic iceberg floating at 41N (same latitude as Barcelona, by the way), this story never made any sense from the first word.

Do you want to see something funny? Do a search on “flight path Barcelona to Strasbourg”, then go to images. Obviously I did that search to avoid the word Dusseldorf, which would alert AI. But even so, no flight paths come up for this search, instead all the leading images are these Germanwings images like the one above. So they saw us coming, didn't they? They knew someone would search on this and diverted all searches to this fake effing map.

You will say Lubitz diverted them way over there. No, that is not the story. The story is he simply dove straight down, not even giving fighter jets the chance to intercept.

[Added next day: A reader who is a pilot sent me this, with the comment Nuff Said:



You will say that flight stopped in Paris. No, I asked that very question. It is direct to Dusseldorf, but the flight paths in that area are over Paris.

So they should have pretended to crash in the Pyrenees: I guess they didn't because it was more convenient to do in the Alps, for some reason.]

To prevent a paper like this, German intelligence recently released its own “conspiracy theory” as misdirection. In this theory, Simon Hradecky suggests Lubitz wasn't responsible at all, a technical problem causing the descent and the pilot being locked out by a defective keypad. All the other experts then leapt on Hradecky as wild, unconvincing, or even irresponsible. The usual. The point being to sell the event as real once again. You are meant to think even the most “irresponsible” and crazy theory still takes the event as given, you see. No one would be insane enough to suggest this whole thing was faked.

I say you would have to be insane to believe anything the mainstream tells you, about anything. Herzog and I have just proved that absolutely nothing holds together here, so if you believe any of it you have to do so against all evidence and logic.

*Lundy at thepeerage.com mistakenly lists it as Bakanowski, probably to break the obvious Jewish link. The Baranowskis are famous Ashkenazi Jews. [See here for a better list.](#) There it is obvious all these people are Jewish, and they link us east to BeloRussian nobility as well.

