

A Crash That Was Suspicious to Say the Least... and Horrible! “Eight Medical Doctors Travelling to the São Paulo Oncology Conference”

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Indeed, according to the Brazilian National Civil Aviation Agency, the aircraft which crashed on Friday August 9, 2024, in Brazil, in Vinhedo, west of Paraná, with 62 people on board (passengers and crew members), had been flying since 2010 and “complied with all current standards.” Contact was lost with the plane at 1:21 p.m. local time, or 6:21 p.m. French time.

The Center for Investigation and Prevention of Aeronautical Accidents of Brazil (Cenipa) opened an investigation and began analyzing the two black boxes. It plans to publish a *preliminary report on the accident “within an estimated time of 30 days”,* announced the Brazilian Air Force (FAB). So, let’s wait.

Furthermore, according to Marcel Moura, Voepass operations director, the device had undergone *“routine maintenance operations the previous night”* and had left the town of Ribeirao Preto (in the state of Sao Paulo) *“without any technical problem.”* And, according to the Brazilian Army, **“the plane did not report encountering adverse weather conditions”, that is to say no frost** (I will come back to this below).



A crash that was suspicious to say the least... and horrible! ©DR

Among [the victims](#) are eight doctors who were traveling to Sao Paulo for an oncology conference, scientists including four teachers, including doctors from [the University of Paraná](#).

Some of these scientists are working on research or **inexpensive alternative methods of cancer treatment, which are completely opposed to the treatments of multinational leaders in the cancer market**, an eminently lucrative sector. Because it is growing enormously.

The WHO predicts an increase of 77% in the number of cases by 2050 ([estimate of 35 million cases in 2050 versus 20 million in 2022](#)).

In France, [in its report on the application of the 2024 finance law on Social Security and in the anticancer drugs section](#), the Court of Auditors indicates:

“in 2020, 433,136 new cases of cancer were diagnosed in France, bringing the number of patients treated each year to 3.4 million.”

Cancer is the leading cause of death in France (169,910 in 2022).

Cancer is the most expensive pathology for health insurance: its cost amounted to €22.5 billion in 2021, or 12.1% of health insurance expenditure. Expenditure on innovative anti-cancer drugs delivered to hospitals and included on the “extra list” 247 has seen a sharp increase: it represented €3.3 billion in 2018 and €5.9 billion in 2022” brings the average annual cost of cancer treatment to 14,580 euros.

It is therefore the most lucrative sector of a market, health, over which Big Pharma intends to continue to reign absolute master.

Cancer is gold in a bar for these trusts. It's better than AIDS. It's a flagship sector and for them, cancer is “the best of the best.”

The market is expected to reach \$300 billion by 2026. A market as juicy as that of anti-covid “vaccines” thanks to which, the lame duck that Pfizer had become (because it was entangled in sordid corruption affairs), has regained its health, the height of the paradox, by playing with that of others, **the hundreds of millions of people, who, thank you Ursula Von der Leyen and Co., had this therapy injected into them. Today some do not hesitate to qualify it as a “biological weapon” of passive destruction.**

“Specialists” have hypothesized that “a formation of frost” on the wings of the plane could have caused the accident. **This is what the current official version is.**

In the same way that I have always found it difficult to believe in the official narrative of the improbable meeting between a pangolin and a bat to give birth to Sars-Cov-2, given the research activities [at the P4 laboratory in Wuhan financed by the United States and France](#), I will reserve my judgment on the cause of this disaster pending the various factual data, and the investigation report.

Pardi!

If the “specialists” in question are of the same ilk as those who assured us, guaranteed, certified that the anti-covid “vaccines” were 100% effective, and absolutely without any risk to health, allow me to have a doubt.

In addition, I remind you that Brazil is a country where medicinal plants and their uses are very important. Boldu, quebra pedra, jambu, crajiru, [genus phyllanthus](#), [geraniin](#), with multiple properties, which [inhibit the entry of SARS-Cov-2](#), so many plants with anti-oxidant, anti-cancer properties little known in Europe whose patents are bought by the laboratories so as not to exploit them or prevent their exploitation. A way to protect patents on synthetic molecules that are more expensive to develop and which will be sold to regulators at astronomical prices for the patient and the health system. All this is not conspiracy theory. This is reality.

Like all other Western airliners, the planes of ATR, the Franco-Italian manufacturer of the plane that crashed, are equipped with a transponder.

A transponder is a type of GPS that indicates the position of the aircraft constantly, day or night, on the ground or in the air.

This is therefore what makes it possible to prevent two planes from colliding on the tarmac or in the air (let us recall the terrible accident in Tenerife on March 27, 1977 where two Boeing 747s collided on the runway. There are multiple causes, including the non-presence of a ground radar explaining the position of the planes at the control tower).

Another example of the concept of a transponder lies in mobile phones or in cars, which allows it to be geo-positioned in the event of theft.

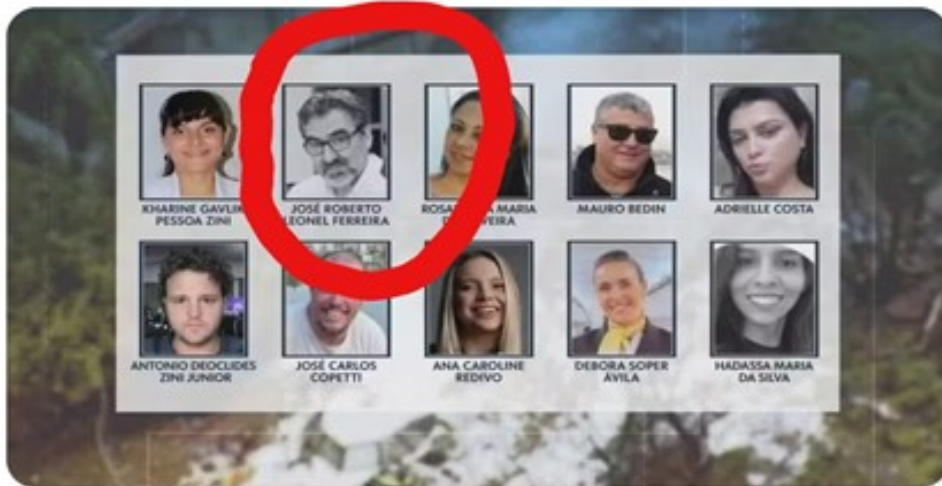
However, what is used for the location of one device or another also authorizes control or takeover. And, in evil hands, it can contribute to planes colliding with each other. To do this, it would be enough to modify the transponder software remotely, by mistake or maliciously, so that the plane loses its location. No longer knowing where it is in three-dimensional space, this can lead to the possibility of a catastrophe at a certain, predefined location. Let us never forget the other side of the coin of all these technological tools. Used well they are fantastic tools, in the wrong hands they become weapons.

It's that simple. This dates from the very beginning of the 2000s. Precisely when Thomson CSF [was liquidated for the benefit of the Americans](#), in particular, therefore, the transponder division (thank you Jacques Chirac, President of the Republic, thank you Lionel Jospin, Prime Minister and thank you Laurent Fabius, Minister of the Economy, consignees of the decree which carried out this carving up). Since then, all Airbus and Boeing aircraft [have been equipped with this system](#). Therefore, it is very easy to harm a person, all they have to do is take a plane. As such, with this information made public, many people had fun following the private flights of billionaires, thus questioning their negative contribution to the reduction of CO2 emissions!

It is for this reason that, like other personalities, **Recep Tayyip Erdogan**, the Turkish President, uses exclusively Russian planes, which are not equipped with transponders. Again, in order to minimize the risks of an “accidental” collision with a plane equipped with one, these personalities add to this basic measure of prudence, that of not making the schedule and itinerary of their trips accessible by plane... only at the last moment.

A Brazilian who should have been one of the passengers of the plane which crashed this Friday after going to the wrong boarding gate is the sole survivor of the tragedy. The plane remains the safest means of transport in the world.

NOTE: The video [in this tweet](#) (see below) is presented as being that of [Leonardo Ferreira](#), a cancer specialist reported dead in this accident, when in fact, he is **still alive. It was another Brazilian doctor, his namesake, who lost his life in this plane accident: [José Roberto Leonel Ferreira](#). He is one of the eight doctors who died in the crash who was on his way to an oncology conference in Sao Paulo.**



Mont montre des photos des occupants de l'avion qui s'est écrasé à Vinhedo — Photo: Playback/TV Globo

Cet homme était dans cet avion !

Il a découvert un moyen de programmer les cellules T régulatrices pour qu'elles attaquent les tumeurs. Une avancée considérable.

- Il a obtenu une rémission de 90 % en laboratoire.
- Ils passent aux essais sur les animaux.
- Si ça marche, c'est... pic.twitter.com/Vuj4cBcc7y

— FNL (@FNLfreedomnews) [August 12, 2024](#)

Location of the accident:



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