

Is a huge armaments project undermining the administration of justice in Europe?

A Struggle of: Justice vs. Geopolitics

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Wisuschil - Media & Law - Recently, French President Macron and German Chancellor Merkel have signed a memorandum of understanding for a joint arms project under the acronym FCAS (Future Combat Air System). Hidden behind it is a mosaic of an autonomous European air defense system of a grand style: namely, the joint construction of a 6th-generation combat aircraft, with a cruising speed of up to 4 Mach in upper layers of the atmosphere. This should be able to operate unmanned, as well as equipped with state-of-the-art radar systems and laser weapons. And last but not least operate in conjunction with a whole satellite system and synchronized with combat drones. The Russian source Sputnik Germany speculated in so far as that the US arms company Lockheed Martin threatens to lose Europe as a market: Because of the aforementioned arms project, France and Germany refuse to purchase the fighter aircraft F 35 manufactured by this US Defense Company. Technical basis for this project should be supplied by Dassault Aviation (F), Airbus Defense (F/G) and, as far as can be seen, the Israeli drone manufacturer Israel Aerospace Industries.

Such an accumulation of industrial, political and financial power, however, seems to work in concert with the highest organs of state power to raise the rule of law in Europe: To avert the danger of this Franco-German-Israeli armaments project of historical dimension, apparently the clarification of the crash of a passenger plane with 150 fatalities has become manipulated. In relation to the crash of the Germanwings flight number 4U 9525 on 24th March 2015 in the Prads-Haute-Bleone region in the French Alps a suspected Franco-German-Israeli disinformation campaign has happened: The legend of a human error as an alleged accident cause to cover up a technical failure has been set into the world. As shown here on the portal, relevant investigation of the Public Prosecutor of Düsseldorf under the file number 10 UJs 37/17, as well as the Vienna Public Prosecutor's Office under the file number 4 OStA 96 / 18p were apparently sabotaged by highest authorities.

In this regard, the two essays released here on this portal by the author on this subject should be linked again below:

<http://www.uspa24.com/bericht-13848/technical-failure-the-true-cause-of-the-germanwings-crash.html>

<http://www.uspa24.com/bericht-13870/the-germanwings-crash-its-true-cause-und-israeli-drone-technology-a-context.html>

The author, as an independent organ of the administration of justice, was personally involved in precisely these procedures - and was thus able to make his own impression of it. On the basis of a professional experience of 14 years as - also dealing with cases with intelligence reference - practicing lawyer, this holds to that extent firmly: That here in all probability something can not be correct. And in Russia, for example, reporting on this accident was completely different. In relation to all these procedures, there are concrete references to conflicting interests of the French, German and Israeli armaments industries, with the investigations in question being exclusively in the hands of these biased states. In order to restore constitutional standards, a judicial investigation should therefore be carried out in Vienna, for which the author seeks US legal assistance.

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Article online:

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