

## [Transcript] de volksjury / Aflevering 113 - de Bijlmerramp

Welcome to episode 113 of The Volkjurer.

We are Laura and Silke.

It's fucking hot, so we're opening the door.

So if you hear some birds or a fluffy dog, it looks exactly like we're sitting outside.

Exactly the Provaas, but we're just in Antwerp.

Just.

Just.

Everything good?

Yes, very good.

I'm glad that the summer has finally started.

It feels good, too hot today.

Look, but that always happens.

Always happy that we were able to leave the autumn and winter behind us.

And that the Lent has finally left you.

Summer time.

Summer time.

So that's good.

There must be a complaint in Belgium about the hot weather, because otherwise you're not a real Belgian.

That's true.

Further, I had a nice weekend.

You were there, too.

Today.

Yes, I'm really surprised that people who follow us on Instagram think that we really don't have any other friends.

So now it's proven that other people also came to know, but we do some things with each other.

That's true.

Yes, indeed.

Yes, it was a very nice weekend.

Intense.

I'm going to say free cell.

What are you going to say about it?

Free cell.

Proficiat.

Yes.

Further, we have some words for...

We're not going to give away too much, because we're studying for the brown rubber band.

He doesn't have to know everything.

I know what you're talking about.

My word for cell is aventure.

My word for cell is...

Laura slept in a bed with another man.

Then it's my word for cell.

Cells has slept in a bed with two other women.

And then it's my word for stripper.  
That was our weekend, guys.  
Fill in the holes yourself.  
No, it was super nice.  
Yes.  
Out of the hole.  
And you know, it was the same vibe of, hey, the summer has finally started.  
We know that it hasn't officially started yet, but you know what we mean.  
For us.  
For us.  
And then it's like, weekend away with the friends.  
Outside at night.  
Yes, indeed.  
We missed a trick.  
Yes, yes.  
I didn't have a trick.  
So we made my suitcase together.  
Because Silke was sleeping at my place in the evening.  
And I put on a jacket.  
And the blink of an eye was towards my suitcase.  
And I was like, what the hell?  
It's 30 degrees.  
It doesn't cool off.  
I was like, okay.  
And then we were there.  
Then we were there without a suitcase.  
And without a B.H.  
Steven tepels all over the place.  
What a chance for other people to have a dress or a party.  
Well, that was our weekend.  
How was it from you?  
Let us know.  
Sometimes I think, sometimes I would like to know what you think about this weekend.  
Maybe we can give it some inspiration or something.  
Yes, right?  
If you really did something wrong this weekend.  
Let us know.  
Yes, yes, yes.  
We were on Aventure.  
Aventure strippers.  
Well, this episode is of course also sponsored.  
Sponsored.  
And this time again by Hellefresh.  
And yes, you already heard us complain.

You already heard us complain.  
It is Falcon.  
But there is also something positive about that.  
Yes, because look, at Hellefresh they know what they have to do.  
Get out of here with all your stuff.  
Let those slushes come.  
Oven shots.  
Away.  
Parked on the far side.  
Tacoche.  
Bauches.  
As in the world.  
Pokéball.  
As in the world's kitchen.  
As in dreams.  
Longed for vacation.  
But I really think...  
Yes, I really think it's good.  
Look, yes, I'm going there again.  
Because I also have to think about what I'm going to do.  
I don't want to go to the store.  
It's fucking hot.  
You also don't want too many ingredients.  
Not too many ovens.  
No, voila, voila, voila.  
And then I saw, oh my God, it has arrived.  
Summer has arrived, summer salad has arrived.  
So I'm really happy that Hellefresh plays with the seasons.  
When they were there.  
Yes, because it's good for our humour.  
Of course they don't have to do that.  
But also just good for the millions of seasons.  
Combined vegetables, as you can see in your recipes.  
So thank you for supporting our hot girl Summer.  
Support her.  
Let's start.  
Yes, voila.  
Do you also want to start your hot girl Summer well?  
That's possible, because with the code HelloJury,  
that's all in head letters, you save up to 85 euros on your first four boxes.  
As well as for old and new HelloFreshers.  
If you said your membership more than a year ago.  
So HelloJury is the code.  
What?

And then something we really got a lot of messages about.  
I really didn't expect that.  
It has been a topic in our discussion group.  
Because our next sponsor is Arab.  
We announced it, that we were going to get one.  
That I was already waiting for this sponsor.  
So I thought, I'll have a seat.  
I knew it.  
I invited her to my expectations.  
I want to clear the air first.  
I thought about it too long.  
There were people who asked me,  
that's not a cola you're going to drink.  
That can't be water cola.  
No, but Arab doesn't want you to be Jesus.  
You don't have to worry about that.  
You can do it best.  
Wait, first I have to say, I'm a member of the Arab sector  
and I'm not going to say anything else.  
I'm a member.  
I love it.  
I'm not a dual public.  
I know that there are a lot of children who have to drink with water  
or who drink too little water.  
They drink a lot more water.  
I drink a lot more water.  
I drink even more water.  
Amazing.  
So I'm hashtag stay hydrated.  
Of course, I didn't think that it would change in cola.  
That was never my expectation.  
But I can compare it to what Pinter is.  
Mamas used to make water with lemon slices  
and muun slices,  
and you put frambosa,  
and that's work,  
and you have to cut it and buy it.  
And that's all because of that pot.  
So of course you don't try that.  
I mean, it's not even a sparkling cola,  
but it's water that gets a taste.  
I understand that.  
But you still have time.  
It's not that there's something in the water.

No.

So you don't have to do it.

The only thing you have to do is put the pot on  
and then you decide how to drink.

We tested different flavors.

I take this very seriously,  
my sector experience,  
the Arab sector.

So I'm making a ranking.

I still have the duty to do it myself.

So they also have to make a ranking  
of their favorite flavors professionally.

Why?

How is it still working?

Yes, and you still have two weeks to go.

Because according to the episode, I expect you top 5.

Okay, it's going to come.

I say it, I'm wrong.

I drink even more water than I already did.

I also think I'm a water drinker.

I've had a water bottle for a long time.

I think this water bottle is fucking handy,  
also without a pot.

And you can leave it to me.

And while you're drinking, you don't have to have it.

Like you have to do it with a lot of drinks.

I think that's a plus.

And I like to drink rice.

So that's the principle.

Welcome to the sector of Arab.

Let me know if you're also interested.

Do you want to try the Arab?

We have a short course.

That's the Volksjurie Team.

Big letters to each other.

In the meantime, you get 10% short course  
on [airstreepjeup.com](http://airstreepjeup.com)

Okay, and it all comes in the show notes.

Yes, and sometimes you get messages  
with the question of where the show notes are to be found.

If you click on the episode on Spotify,  
you will find the short description of the episode  
where I do my best every week.

And there you will find the show notes.

So there you will find all links  
and all sponsored videos.  
Good, that's clear.  
I think that's super clear.  
Okay, perfect.  
I'm going to do the episodes.  
I'm going to say that this for me  
was totally unexpected, the most difficult episode  
to prepare for.  
What are we going to talk about?  
I can't tell you why.  
No, it was my choice to choose.  
I have already thought about it,  
but I still want to know how you came up with it.  
So, I really want to go to the Netherlands anyway.  
We have already talked about it.  
And I also really want to do something about a space.  
And I saw on Disney Plus,  
non-spon, that there was a new fiction series,  
but I didn't know what it was about.  
So I thought,  
ah, yes, it's about the firework explosion.  
So we're going to do that.  
And then I thought,  
let's take a look at that series.  
And then it was apparently about the Bellmer Ramp in Amsterdam.  
I had never heard of it.  
Me neither.  
I had never heard of it,  
so I said,  
this is what we're going to do.  
And it's just like the previous episode,  
there can be a lot to be said about it.  
And it's also something that we're going to try  
to separate the big lines.  
We're going to talk about it later,  
because you find it difficult.  
Then we can just start.  
We are in the Bellmer Meer,  
or the Bellmer is also called the Bellmer.  
It's a residential area of Amsterdam,  
in the city part of Amsterdam, south-east.  
And the building of it was started in 1966.  
And what's remarkable about it

is that it was very exciting for that time.  
The idea that they actually wanted to do,  
they wanted to take a separation between living and working.  
No, but...  
Yes, they wanted to...  
No, there was a separation between living and working.  
Yes, yes, yes.  
So there had to be a separation  
between motorways, bicycle paths, food chains,  
and that kind of thing.  
And they actually wanted to prevent traffic accidents,  
they wanted to prevent a kind of traffic jam.  
And they went there with the idea of Le Corbusier,  
that's the architect of the 20th century,  
when I shot it.  
They said, look, the modern man  
has a right to a quiet, green living environment  
without traffic.  
And yes, I can't...  
I can't give him an immediate one.  
So there were ultimately  
high-rise flats,  
about ten floors,  
and they were in a kind of six-sided building.  
So where the one flat diagonal stops,  
the other closes again.  
Yes, they...  
They picture it very clearly.  
We're going to take a picture.  
Yes, yes, yes, yes, yes.  
So a lot of green was also important.  
The first apartments were delivered on 25 November 1968.  
And the Beilmer itself is also divided into a kind of neighborhood.  
And every neighborhood or every neighborhood  
is then also connected to a letter  
and the apartment blocks that are in that neighborhood  
have the same letter as the neighborhood  
and also the streets have the same letter.  
That's the only thing I find difficult.  
Because then it's like...  
Then you fill in a little number.  
A letter.  
Yes, or a letter.  
That's the only thing.

I think...

I also want to say that Silke said,

I want to do something about it.

Here's a podcast where you can listen to it  
to get into the business.

And I haven't looked up anything yet.

And he's talking about Beilmer, Beilmer, Beilmer, Beilmer, Beilmer.

So I look it up and I didn't find Beilmer.

But it turned out to be Beilmer with long eggs.

So I also wanted to know where that name came from.

Yes.

I looked it up.

And the Beilmer mayor was more effective than it was until 1626.

So outside of Amsterdam.

They completely dried it up.

And actually the apartments were built  
at the place where once a mayor was built.

And that's why the Beilmer mayor remains  
even though there is no mayor in the neighborhood.

Okay, thanks.

Thanks.

Thanks for the call.

Thanks for the call.

Now, we always say it was the model work.

It was built for the modern people.

But in the end, it didn't turn out so well  
with the practice.

Because it was made for the Amsterdammers.

But read, the white Amsterdammers.

And they actually stayed away.

There was actually a lot of competition  
with a lot of new buildings in other neighborhoods of Amsterdam.

So yes, before that, of course, there was a lot of empty space.

Yes indeed.

I think it's funny that you really have a whole concept.

I wonder if you still have the same mistakes  
that happened today among the tenants.

That you build a neighborhood  
and think, okay, everyone is going to jump on it,  
but no one jumps on it.

Because of the empty space,  
because of the apartments.

Yes, they have to be filled.

Because that means that this has to be brought up.



So there is no longer a resident of the Beilmer neighborhood.  
It is a very multicultural society.  
It attracts people from different layers  
of the population,  
a lot of people with a migration background  
and also people who are illegally staying in the country at the moment.  
So it's really a mix of,  
do you hear all the languages, all the cultures,  
all the stories?  
Yes, I think of also among other Dutch people,  
but also Surinamers, Antillians, Ganeses,  
really everything and everyone is against it.  
I think there are more than 130 nationalities.  
I think it's fucking interesting.  
Yes.  
I would have liked to join.  
At the end of the day, there is a connection  
in the Beilmer neighborhood.  
Because there are people who are illegally staying there.  
There are apparently circumstances.  
There is a lack of work,  
there is a lack of criminality.  
And also with the fact that they have decided everything.  
So where people are going to walk or walk,  
there is no social control,  
because there are no cyclists, there are no cars.  
So it also feels, some parts feel very unsafe.  
So that's a bit the setting in which we  
actually start the business.  
Our business.  
Yes.  
And then we fly to 4 October 1992.  
I have a witness of Betty standing in front of me here.  
And Betty is someone who lives in the Beilmer.  
And that Sunday evening she would like to go to the neighborhood shop  
to buy milk for her child.  
And suddenly she is knocked on the door.  
She opens the door.  
And apparently there are two friends in front of the door  
who want to drink something with her.  
She says to herself,  
okay, I'll do that shop later.  
Put it down.  
What do you have to do?

Until suddenly there is a huge bang.  
They think of a car accident.  
And one of the friends is right and opens the front door.  
I suspect that the flat, or the flat where she lives,  
where you are a bit like the American hotels,  
where you go for a walk.  
So she opens the door.  
And the whole corridor is full of people who are watching.  
You are outside.  
Yes, you are outside.  
And the whole corridor is full of people who are watching what is happening.  
There is panic.  
And they walk down through the staircase.  
They hear all the numbers through one.  
Yes.  
And around half past seven in the evening,  
at the same time actually,  
there is a cell phone.  
Behind his computer he is a graphic designer.  
He is also a farmer, by the way.  
And he just sits there behind his computer.  
And suddenly he also hears a lot of noise.  
He does not understand what is happening.  
But he gives the camera that he is lying at home  
and immediately goes outside.  
What was that actually?  
The saw was an island of fire.  
Yes.  
And pure panic everywhere.  
Yes.  
And then there is Joop.  
And Joop is a police officer.  
And he is in the cell together with his colleague  
to note down a house arrest.  
The people who called for the arrest came to us.  
He is a researcher in Amsterdam, South-East.  
And he is also around half past seven.  
He hears a knock on the door.  
And sees people walking in a certain direction.  
And he decides, together with his colleague,  
to go in the same direction.  
Yes.  
And then there is a last witness that we found.  
He is from Avie Davelaar.

He is currently visiting a friend in South-East.  
And he is in the G district.  
And shortly before that, there were only children at the G spot.  
I think.  
Sorry, I missed that.  
And then there were children at Haarlem.  
For example, they almost every weekend  
went back to the Beilmer to see their friends there.  
And at the age of 17,  
Korson, I do not know if I can pronounce it correctly,  
and he was actually with his brother  
from Haarlem to the Beilmer.  
And they actually see something.  
After six, they see Korson.  
They say, I can say hello.  
He and his friend Morena would go to the movie with friends that night.  
And not much later,  
they actually see a plane from the window.  
Still falling down.  
He says, I was not quite there.  
It was not strange at all.  
Until a man,  
the man from one of his friends came in  
and said, what are you still doing here?  
There is a plane crashed.  
And so in the Haarbuurt,  
she is in the G-buurt,  
the Haarbuurt is apparently a plane crashed.  
And yes, she does not know where her son is.  
And it is in the Beilmer, it is pure panic.  
We have already said it.  
And the question is, what is happening here?  
Was it an accident?  
She knows very little at the moment.  
But as soon as possible,  
they will come after that it would be a freight plane  
from the Israeli aviation company LL.  
So a Boeing 747-200 for the people who would say something.  
But all those people have,  
what we just talked about,  
they have heard how a plane crashed  
in their neighborhood,  
so many people live here.  
Yes, not only when the plane crashed,

an apartment building was damaged.  
This is already a lot of millennial images of 9-Eleven.  
There are pictures of how the plane probably  
broke the flat,  
so we will definitely share it.  
But let's talk about the plane.  
Yes, I have another one from Joop.  
He writes, it was an inferno.  
There were parts everywhere,  
parts of the plane, it was so hot.  
He says, I think it even lowered 1000 degrees.  
You can't imagine that.  
He also says, how do you know what 1000 degrees is?  
You can make a small estimate up to 45 degrees,  
but everything between 250 and 1000.  
I have no clue.  
I think it was about 350.  
Exactly.  
And yes, apparently, two people  
have seen a burning flat.  
Yes, indeed.  
I have the plane first.  
Yes, the plane.  
So indeed, like Silke said, it was a Boeing 747-200,  
which was left in New York on October 4, 1992.  
And it was on the way to Tel Aviv,  
but it was planned to land on Schiphol.  
During the flight from New York to Schiphol,  
three defects were reported.  
In the plane, I'm almost going to say  
why my voice is really high again.  
Three defects in the plane were  
fluctuations in the speed,  
regular of the automatic pilot.  
I think that's because there is also a physical pilot.  
I can still take that over.  
There is a problem with the short golf radio  
and fluctuations in the electric voltage of generator 3.  
That means engine 3.  
The plane lands, as planned, at 4.30 p.m.  
on Schiphol.  
In Schiphol, a new charge is added to the aircraft.  
It was well done by the Duwans,  
but not physically controlled.

The plane is refueled.  
That's one of the main reasons why it has to stop on Schiphol.  
And the defects are provisional.  
Adai.  
And apart from the man who left that in New York,  
a new person is on board.  
Let's mention all the male members.  
We have the first voice-over pilot,  
Yitzhak Foush.  
He is 59 years old.  
He was a straliac pilot in the 1950s.  
He had more than 25,000 airpower at the Israeli Air Force.  
Sorry, this is for the nerds, but I'm going to help here.  
More than 25,000 flight hours behind the scenes.  
In the 1950s,  
he knew how to adjust.  
His co-pilot and first officer was Arnon Ohad,  
32 years old.  
He also had a lot of experience.  
He had 4,288 flight hours on his name.  
Wait, is he still on board?  
Gedalia Sofer, 61.  
He is a flight worker.  
I like to have someone on board.  
He has the most experience on this flight.  
26,000 flight hours.  
From 15,000 to a Boeing 747.  
Sorry, a flight worker?  
Is he still on board?  
Or is he a steward?  
No, I don't think it's a steward.  
He has to know a lot about the plane.  
And who is on board?  
That's Anat Solomon.  
He's a passenger.  
He's 23 years old.  
He's already a co-pilot in Amsterdam.  
He's traveling to Tel Aviv to marry another co-pilot.  
I suspect that the company's co-pilot  
will be able to fly with him when he gets there.  
But on Amsterdam Schiphol,  
with a delay of 52 minutes,  
the plane leaves at 18.22.  
From the Zwanenburg-Bahn in the northern direction.

It was very bad weather at the time.  
Strong north-eastern wind.  
Once away from the ground,  
the plane chooses to take a turn to the east.  
That's the Pampus.  
So a planned departure route.  
A fixed way to leave the airport.  
But after the first turn.  
What are the first problems?  
At 18.28, the man has already given the first emergency signal.  
Above the gauï, there are several hard clashes.  
Engine 3 is the inside engine  
on the right wing of the plane.  
It would be broken off,  
damaged the wing clashes,  
and flew against engine 4.  
Laura screams at every word I say.  
Because the engine 4 is also broken off.  
At that moment, in the gauï,  
people who were driving on a boat  
were shocked by the clashes.  
They also reported it.  
But we didn't see two objects falling down.  
Our reporter Vuchs  
gave a media report to the traffic police.  
They said, let's go back to Schiphol.  
A few minutes later,  
the engine 3 was on fire  
and then LL1862,  
lost number 3 and number 4 engine.  
In Schiphol, they didn't see the emergency signal.  
Because it was lost,  
it was often seen in the air  
as the loss of engine power.  
And not so much that we literally lost our engines.  
So they thought,  
they just dropped those engines.  
And they suspect that the pilots also thought so.  
Because they didn't know how to look at the wing.  
From the cockpit.  
They couldn't see if it was still there.  
And they just saw it on their computer.  
They saw that the engines didn't turn on.  
They didn't work.

But they had no idea it was lost.  
I don't see the difference.  
Not working or not working,  
for me there's no difference.  
First, the pilot asked  
and later it became a published transcript.  
Look, which track is available for emergency landing?  
The air traffic control has said,  
look, landing track 6 is still free.  
But the pilot then tried to make a emergency landing  
on track 27.  
And why?  
Because that image is not really clear.  
And it has never really become clear.  
And they also said,  
a choice for track 27  
wasn't directly for the hand.  
The wind came from the northeast.  
There should be a strong gust of wind.  
And they think that the crew chose this  
because the load of the LL  
close to track 27 was stationary.  
But they think that it would also be possible  
that track 27 was chosen  
because this was the track  
that would have been the closest  
from the aircraft.  
And that's why it was chosen for track 27.  
Now to get it right for track 27,  
the crew first made a circle  
above Amsterdam.  
That's a tight area.  
A tight area.  
And during that circle  
to fly to the LL,  
our captain gave his pilot an assignment  
to write out the flaps  
as if they were clapping the wings.  
And on the left, the flaps were shaking  
and the left wing.  
And because of that,  
engine 3 damaged the right wing,  
it couldn't flap on the right wing.  
Everyone who has already sat on a plane

knows it.  
And it's the principle  
for which it is used.  
It brakes you off  
because you can clip it out.  
Is there wind?  
A small sweet minute  
before you land,  
suddenly you hear the whistle  
and you see the flaps.  
And that's to go against the wind.  
And that doesn't happen  
on the right wing.  
Because of that,  
more rotation power  
was created on the right wing.  
And the pilot also said  
there are also problems  
with the flaps.  
But on the way to the landing  
the plane lost balance,  
lost rotation.  
And at 18.35  
the plane flew down  
vertically,  
flying with the right wing  
through two flat buildings  
in the Beilmermeer.  
Exactly at a point  
where the Galerijflat Groeneveen  
went over in Kleinkruidberg.  
Yes, I found a drawing of it.  
Because it wasn't clear  
how that was  
flying vertically  
when I went down to the right wing.  
Yes, it's confusing.  
But I found a drawing of it.  
Yes, what are the consequences?  
The buildings that are being boarded  
fly immediately in fire,  
die part of it.  
Hundreds of apartments  
are being renovated at the same time.



The cockpit  
comes into the eastern  
wing.  
And between those buildings  
you have the viaduct  
of the Metrolijn 53.  
It seems to me  
a very bad place  
to come with a plane.  
To land.  
At 18.35  
the air traffic  
in the traffic jam  
happened.  
From that moment  
you could  
see a big rock  
above Amsterdam  
in the traffic jam.  
And they knew  
the plane was down  
they didn't know  
how or where.  
They did see the direction  
but not where exactly.  
So the traffic leaders  
made contact  
at that moment  
with the aid service.  
Yes, what I want to say  
is that  
the pilots had contact  
for a media report.  
And those people  
didn't see  
the air traffic jam.  
So it was the traffic  
traffic in the airport  
that those people  
had to say  
that it happened.  
So the people who are in those towers  
actually do  
when I have it right

simply the landing  
and  
the rise of airplanes.  
And when you are flying  
with someone  
you don't have to  
sit in those high towers  
you are in a normal building.  
Yes, that's right.  
So they didn't see it  
and in those towers  
they knew  
there were problems  
and they kept going  
because they were going  
to make an emergency landing.  
They were waiting  
on that plane  
and then they saw  
that smoke and so on.  
It happened.  
So at the moment  
of the first flight  
there were two police agents  
in the neighborhood  
and they are  
tracking the emergency message.  
And they see  
that the situation  
immediately collapsed  
and we also  
had a big alarm.  
Soon  
the fire department  
the rescue teams  
are there  
the hospital  
and the environment  
is being alarmed  
to be able to take  
hundreds of wounded  
because there is  
an initial thought  
that hundreds

of people  
died.  
And also  
because  
there were still  
people who  
didn't stay  
legally in the Netherlands.  
So they  
didn't register.  
They didn't know  
how many people  
were officially living  
in the flat buildings.  
We have already said  
there are people  
also from the flat  
buildings  
jumped out  
from the burning flat  
buildings.  
What the police  
also noticed  
is that there were also  
plundering places  
in the first hours  
to the crash.  
There were broken in  
in the  
empty houses  
and there were TV's  
and magnetons  
brought with them.  
That's the most good  
in the year  
of August.  
A microgolf.  
But then  
we didn't know  
if it was serious.  
There were  
ramp tourists  
on board.  
In the podcast

you hear  
very well  
that people  
really  
came from everywhere  
to look  
at what  
exactly  
was  
there.  
Very serious.  
Very serious.  
I'm just  
going to  
do a little  
interview.  
This is my  
biggest fear.  
Guys,  
I hate planes.  
Halfway  
above the Atlantic Ocean  
and  
Zürstow  
that was no longer  
on the plane.  
It's not  
really  
dramatic for me.  
And I really  
didn't expect  
to read  
about a ramp  
that I  
really had to  
stop  
around the quarter.  
Because  
now  
something  
is being added  
to the possibilities  
that can happen  
with the plane.

You can  
literally  
drop  
two engines  
above Amsterdam.

So,  
I'm still flying.  
Yes,  
I'm talking about it.

And  
for me  
the problem is  
that it's  
difficult.

For example  
you have  
people who  
have a lot of problems  
with landing

or  
with  
getting on  
because  
98% of  
I know  
such things  
go  
in those parts.

But  
because  
my issue  
is in the middle  
of my flight

I have  
to  
be

Oh, okay.

Also because I always...

And that's purely my mini-dream.

That happens above the sea.

So I find it also extra exciting as a plane above the sea.

I have to fly because I also think,

I'm the person who's going to survive the crash in the middle of the ocean  
and then there's a mega-high down there.

Also, I'm not a fan of open sea.  
I don't think I'm that way either.  
So, you know, I saw all my fears combined in the middle of the Atlantic Ocean.  
And now...  
Normally, when I was flying above a city or a country,  
there's always a chance of a crash.  
And now, that chance has been taken away.  
No, but there's always a chance of a crash.  
Yes, but...  
You've also tried it.  
A crash isn't successful.  
So the only thing that can save me,  
and that's just a small heads-up,  
I'm going completely for a conspiracy theory in this specific case  
just to make my own trauma no bigger.  
Okay, okay, okay.  
Valalla, what did I say?  
What are we going for?  
The early morning of October 5, 1992.  
My mom is still nine days younger than me.  
Oh yeah, that's right.  
What did I say?  
Her last nine days have passed.  
She didn't know.  
In the early morning of October 5,  
they started with the space of the ramp.  
Actually, this is the cleaning station  
under the line of the fire brigade of Amsterdam.  
There is directly indicated which buildings to install.  
It is checked which concrete plates can still slide down.  
The joy.  
And the accident when they start cleaning  
is sorted out.  
Or before deciding  
that this accident is going straight to that depot  
because it's just an accident, concrete, blocks.  
Parts of the airport are brought to a certain location.  
Hangar 8 on Schiphol,  
all the airport materials are brought there.  
And the rest is actually going to the Avalberg.  
So that's not being checked.  
No, no.  
Because the mayor has something  
about the victims of the mountain

has the highest priority at the moment.

Yes, indeed.

May I dive into my conspiracy  
or do you rather have the first facts?

I just thought  
that they would know the cause.

Oh yes, just do it.

Yes?

Yes.

So we know that the engines 3 and 4  
have been broken down.

And what it looked like.

That one of the pins,  
which makes such a motor,  
to really make it just an error.

Yes, I didn't know it was just a pinnacle.

Yes, but I know that now too.

That's an extra mechanism.

If one thing fails,  
it doesn't mean that everything fails.

Yes, yes.

That's already about this plane.

But look.

So one of those pins,  
which means that the engine is stuck  
to a wing,  
would have been broken down.

And later it turned out that in that pin  
there were also some small hairs,  
which means that metal has finally given up.

And because one of the engines has broken down  
and the engine has taken over.

And that's why the flaps are damaged.

But it's not just about that pin.

Apparently there was a fault  
in the concept of the engine  
of that specific wing.

Of this plane,  
not of the 747-200 type.

Yes, I think so.

Yes, but I wanted to...

Yes, because they have the rear...

I didn't even roll yet.

But they have all checked the rear.

I can't forget this.

I don't know.

There was a fault in the concept.

For me, it doesn't matter.

For you, it only matters this plane,  
because they fixed those faults.

And so...

So yes, it wasn't just a pin that was broken down,  
but there was something wrong with it.

But there is still some criticism,  
because the failure of the plane  
and the plane went way too fast.

There are also trucks with broken parts  
of the plane going straight to the failure of the plane  
and instead of going to the shipwreck.

And that's also the discounted Henk Bruis,  
who said that the earpiece was missing.

Yes, missing a number of parts.

I understand that Brandt takes the lead  
of such a mountain.

They are specialized in that.

Yes, the mayor of Siegheuze, from Gaufort.

Yes, Gaufort.

But there might have been people with airplanes  
who should have been there,  
because something that seems to be the one failure  
is crucial for the other.

So that's where it's wrong.

Not all the aircraft material  
goes to the airports where it can be checked.

I want to say something about the death toll.

And then you can...

No, no, no, no.

So after the ramp,  
there are a lot of missing parts,  
up to 1,500, apparently.

There is a first-person account  
with a death toll of 200 victims,  
even 250 victims.

But in the end, the number of victims  
is officially set to 43,  
but that's good news.

In the first instance, there was a passenger plane.  
The death toll was so high,



that they came to know that it was a freight plane.

Fortunately, no one was there.

Then it turned out that there were

43 victims in total.

And in total, there were 26 people

who were taken up by 11 in a hospital.

Amazing, isn't it?

I don't think there are many victims

for what has happened.

Indeed.

There were also people who

had already been illegally taken up

in the flats.

And there is no clarity

about who had already been taken up here,

who can be created from the list.

So the mayor of Vantijn

decided at that moment

that people who were illegally taken up

and who were involved in the ramp

were to be given a permanent permit.

They would come to a so-called cost list,

but there was also a massive misuse of it.

Because within a few weeks,

the 1,797 people

would have lived in those two flats.

Look, I understand it.

And some even came from Brussels,

Amsterdam, to...

But I understand that I would try.

Now, there are 91 people on that list

who would be given a permanent permit

out of 55.

And the list of victims

is also due to the list.

And it is reduced from almost 1,600 to zero.

So there is not a single person

who had been illegally taken up?

They said everyone was taken up.

Well, that's convenient.

Let's see.

Where do I want to start

with my conspiracy theory?

Oh, yes.

I've already talked about the outcome of that.  
And very quickly after the ramp,  
24 hours after the ramp,  
there is an anonymous journalist  
by the standard, the Vlaamse Karant,  
who wrote  
that he and his own eyes,  
or he and his own eyes,  
have seen that frauds  
are carried out in a special kind of truck,  
namely blue trucks,  
without description.  
There were security people  
who spoke English,  
and they held the news at a distance.  
Two of those trucks, they saw,  
did not go to Schiphol,  
also not to the mountain,  
where the accident went to.  
They were on the other side.  
They were camouflaged  
with advertising texts.  
And there were German warning signs.  
So the journalist  
was surprised  
that something would happen to him.  
So 24 hours later,  
the Vlaamse Karant,  
the standard with a scoop,  
sus, sus.  
The next day,  
it's time for a press conference.  
There must be a big ramp,  
so there must be a story.  
From the Reichs-Luchtvaart-Dienst.  
I suspect it's a sort of...  
We don't have a Reichs-Luchtvaart-Dienst in Belgium.  
I suspect it would be  
something like that.  
Or is it for you?  
What is a different entity?  
Foreign policy.  
Foreign policy.  
What is it called?

Reichs-Luchtvaart-Dienst.  
Or maybe the base of the airport?  
No, I think it's an independent entity  
that is responsible for the investigation.  
Yes, it can.  
They are...  
In the first press conference,  
we are here in the morning after the party,  
so we are...  
This is really quick after the party.  
Then I have to give up.  
I'm not going to go too fast down the toll  
in my rabbit hole.  
There is a one-motor broken down.  
It fell into the egg.  
That's the cause  
that the plane crashed out of balance  
and collapsed.  
At that press conference,  
the journalists are from all over Europe.  
It's a big space,  
so everyone gets there.  
There is a Danish journalist  
who is a Dutch journalist,  
Vincent Tecker,  
who has been very busy with the  
and according to me, also in the podcast.  
And this journalist says,  
No, no, no.  
I heard that  
two engines of the plane  
were broken down.  
And I also have a copy  
of the radar images.  
And that radar route,  
that they say that the plane took place  
here in the press conference,  
that's not the route to see the radar images.  
So something is not right there.  
So the journalist Vincent Tecker,  
who filled his water with something here,  
and afterwards,  
the Rijksluchtverdiensk came back.  
At the beginning I said,

there are still two engines broken down,  
but on that plane route,  
they never came back.

So it's enough to  
get his own research,  
and he also got permission  
from his head editor.

Yes, so there is something  
to the whole explanation,  
and it only becomes more subtle,  
because we still have a whole list  
with suspicious things.

It is of course a cargo plane,  
so the question on everyone's lips  
what was in that plane,  
what flew to Tel Aviv.

So we have to know  
what is the minister of traffic and water.

Yes, I think it's beautiful.

I think I had to be in the closet,  
so I wouldn't regret this.

There was a plane down there,  
there was a dangerous load.

No, perfume and flowers,  
that was in there.

And certainly no military  
or dangerous load.

Because there were also computer parts  
in there, but nothing dangerous.

Now, two weeks after the crash  
one of the passengers finds  
a partially burned cargo plane.

There it says  
what the cargo is.

And it turns out that on our flight  
a military  
equipment,  
ammunition for military gear  
was on board.

It also comes from 1993  
to the outside, a year after the ramp  
that the plane was found  
and what was on it.

So how

did military weapons  
come in there?  
A nice vague description  
of what it could all be.  
There is something military  
that can already be used as weapons.  
Yes, but we also have to explain  
the link between Schiphol and Israel.  
The plane made a stop  
on Schiphol.  
It was from New York,  
in the direction of Tel Aviv.  
And it received a new load there,  
which was controlled by the Duane.  
It did not seem to be the case.  
And on Schiphol  
didn't have to follow the same rules  
as other aviation agencies.  
Sorry, you already said that  
El Al is an Israeli, I don't know  
what the story is about.  
Yes, with this Israeli aviation agency.  
Now, what is also remarkable  
is that the cargo division  
of El Al, one of the biggest clients  
of Schiphol.  
And Schiphol is an important link  
between Tel Aviv and the United States.  
But the question is  
very quickly.  
The Mossad of Israel  
uses the Schiphol  
for certain materials,  
weapons, via Schiphol.  
Because they do not have to  
follow the rules  
to their own land,  
to the rest of the world.  
The Mossad is, by the way,  
the secret institution.  
And they also say  
about the aircraft.  
It is perfectly laid down,  
very central.

And it is well equipped,  
I think it is also a very good word.  
It is well equipped  
as it were, with tools  
to carry out such flights.  
We already said  
that at the emergency landing  
they wanted to have a certain runway  
number 27, where their hangar  
has been established.  
They indeed have a very large hangar  
next to the landing runway.  
There is a lot of personnel on Schiphol  
and even LL personnel  
allowed the aircraft to enter and exit.  
While every other aircraft  
works with personnel,  
ground personnel of the aircraft  
that is not necessarily connected  
to a specific aircraft.  
But LL already had their own personnel  
and even that personnel came on board.  
It is also a small dream of mystery.  
And then I also have  
LL Operation Manager  
Je Plettenberg  
who actually has the supervision  
on the loading and unloading  
of the aircraft.  
He actually noticed that there were  
different versions of the request letters.  
While there were other documents  
that came from New York  
that were used again.  
He explained that in a program  
in 1996.  
So he said, I suspect that  
LL has already started an event  
with all those request documents  
for an unfortunate aircraft.  
And after that event, he just  
rejected it.  
He also did a report against LL  
for the recommendation of waiting documents

and false records.  
But nothing came out of that.  
So about the loading,  
we will go further into it later.  
But this is already a first Red Flag.  
A small Red Flag indeed.  
The cockpit voice recorder  
Flight data recorder  
or are you going to say something about the loading?  
It doesn't matter.  
I am now going to  
do the cockpit voice recorder.  
I just wanted to  
go through that  
with the space of the aircraft  
and the crash environment.  
Those two essential  
elements that had to be looked for.  
The cockpit voice recorder  
and the flight data recorder.  
The two black dots.  
So the flight data recorder  
tracked an aircraft  
when I understood it correctly.  
So there are all flight details  
and they have damaged the crash  
after a few days  
but found it back.  
The last two and a half minutes  
were tested, that's a shame  
because that was indeed very crucial information.  
And the cockpit voice recorder  
is actually right next to it.  
On an aircraft, those two  
are very close to each other.  
But it is not found  
on the crash scene.  
That might not be right.  
How do you say that?  
The place where the crash took place.  
The crash scene?  
Yes, the crash scene.  
Better.  
What I found out

is that the police also spread a poster  
on November 7th  
that they were looking for  
a voice recorder.  
Because they thought, who knows,  
one of those ramp tourists took it with them.  
They stole it for 15 months.  
But what a shame,  
the wrong model was displayed on the poster.  
Yes, yes.  
The fact that they were next to each other  
that's absurd.  
And that one is found back.  
So there are people who have been released  
saying that one of them has flown away  
and the other one is not.  
And you have to admit that  
they were released from America.  
They said  
that they knew exactly  
what the cockpit voice recorder was.  
But it didn't have  
anything to do with it.  
And then  
there is  
the conspiracy theory.  
There is a former Mossad agent  
Viktor Ostrovsky  
who speculated on November 1st  
1994  
that the airplane  
the CVR  
and the cockpit voice recorder  
didn't have that.  
Because he says, look at all the airplanes  
there is  
standard, the cockpit voice recorder  
that is taken out of standard.  
Especially  
when there is a military charge  
or when the Mossad  
for the Israeli secret service  
or when people are being flown for that.  
And he says, yes, to distance



that doesn't take a minute.  
No one has to  
see that.  
So that is remarkable.  
Now that there is still  
food, because it is  
remarkable that it has disappeared  
is that according to  
declarations of twelve eyewitnesses  
just after the crash  
6 to 10  
people were always  
at the airport.  
And they had to take it  
with a kind of helmet  
they had white suitcases  
and other residents  
who said, look, 8 minutes to the crash  
there was a white order bus  
there was no air with  
men in white suitcases  
who could walk through the fire  
and they were not busy  
looking for people to help  
they were doing something for themselves  
and  
they are all convinced  
that it was not people  
who were at the aid service  
and  
that is also strange  
that a lot of people already say  
there were people doing something  
and we don't know what.  
No indeed, and there are a lot of eyewitnesses  
who say it  
so apart from those twelve people  
there are still people who are eating  
for things that have disappeared  
some people say that the suitcases  
were aluminum colored  
some people say white suitcases  
but I suspect that you can find  
some people who speak of a helicopter

who brought the people in their suitcases  
and brought them back  
we are talking about that time  
sorry, 8 minutes  
if there is no police  
who is already white  
because of the control room on Schiphol  
yes, I think so  
Yes, there is someone  
one of the head officers  
says, look, it is unclear  
if it could be  
secret agents  
so it is unclear if the secret agents  
were there as soon as possible  
to eliminate the black suitcases  
a part of the charging  
to unify or to investigate a possible bomb attack  
that is actually  
on your own skin  
your own investigation where it started  
the thing is also  
the stories of white suitcases  
came up quickly  
people wanted to help  
they came to talk  
and there is also no order service  
so no one came forward  
and said  
this is the fire of Amsterdam  
or this is the special police unit  
or the camp  
but no one speaks  
so no one knows who they are  
I'm not going to say that all those people were hallucinating  
I don't believe it  
now, about a year  
after the ramp  
people started  
in the residents of the village  
but they called  
but they have legal complaints  
and they are going to put a ban  
with the ramp

the legal complaints  
are mostly sleepless  
chronic airway infections  
a lot of pain in potency  
but they have legal complaints  
and then  
by a ban  
which actually comes up  
for people who now say  
I have an assignment to keep up  
they leave a bomb drop  
in October 1993  
so a year after  
after the facts  
and they said  
look, in the plane  
there was an armed uranium  
and that was known  
a year earlier  
but it was not yet known  
and when I was in class  
armed uranium  
world ramp of format  
apparently it's not normal anymore  
that it was in the plane  
but then I read  
further, on October 7  
so only 3 days after the facts  
there were  
2 blown up  
of armed uranium  
of every 45 kilos  
found back on the ramp  
one was broken in the middle  
why are they in the plane  
they are used  
as balance  
weight  
to make sure that a plane  
remains in balance  
sorry  
and in the end there was  
in Hangar 8 where the plane  
was broken

and then  
there was  
48 kilos  
found back  
of armed uranium  
the big problem  
is that the plane  
has broken it  
in total 282 kilos  
of uranium  
and out of that  
130 kilos  
found back  
but I just want to say  
that there was not even half  
found back  
so what is important  
to know is that  
uranium  
has a kind of protection  
because it can't  
come into contact with the outside  
to create harmful substances  
so  
the protection layer  
has a melting point of  
1453 degrees Celsius  
that is far above the temperature  
of an intense kerosene fire  
as with a plane  
the melting point  
of armed uranium  
is slightly lower  
and that is  
132 degrees Celsius  
and that is still higher  
than the maximum temperature  
so there is no doubt  
that  
from the plane  
uranium  
is harmful to the uranium  
and that is why people  
have become sick

now  
there is a big medical research  
that they will conduct  
in 1994  
I have a question  
about uranium  
I understand that a kerosene fire  
will not burn uranium  
but where is it?  
one, where is it? and two, we are  
crashed, that means that it broke the impact  
we know that there was a fire in two  
I understand their concept  
about kerosene fire  
but that's not true  
I know that our  
expert who said  
what the cause is  
that in an article  
he said, yes, with an armed uranium  
there was a fire in the office  
oh my god, and that is why  
I will stay away from science  
now, there is a big medical research  
that has been done  
but  
in the end  
it is not decided to go further  
because they say  
with the maximum temperature of the armed uranium  
that makes no sense  
but in 1997  
there appears in the newspaper  
reports of the American government  
that say  
when it comes to much lower temperatures  
from each other  
can it fall much earlier from each other  
than where we went from now  
so  
they actually want to do an inventory  
to the health complaints  
but it also goes from the start  
and then I think

show some respect for the people  
we will come back to that later  
respect for the people  
I have a look  
what else do I have  
no, because  
we will start the research  
in the end  
it is decided to start  
a parliamentary investigation  
this is like a parliamentary research  
committee in belgium  
that came to the leadership of the Bende van Nijvel  
and of Dutro  
they are our big  
so  
there is a hope  
that the government  
and the government  
will start a research  
and if they are hopeful  
they will say  
the answers may not come  
via the air force and the first research  
but the parliament  
will not  
to disappoint us  
so in 1998  
6 years after the ramp  
they are calling the workgroup  
B1  
and they will have to do an inventory  
what the contribution of the ramp is  
they have been there  
the workgroup is known  
and then there is  
another newspaper  
the NRC  
and they reveal  
that there is  
190 litres  
or 240 kg  
DMMP on board  
and that is good for the production

all the chemical students  
and now for the rest  
because that is good for the production  
we have 70 kg of saarin  
saarin, our favourite gas  
it is not the CNU gas  
saarin  
the basic element  
one of the basic elements  
to make saarin gas  
now on the freight documents  
to come back  
that the Dutch authorities had created  
a part of the charge  
to write as fire-resistant fluid  
really  
is it whiskey  
that is fire-resistant?  
or is it saarin gas?  
now LL would then serve the day  
so after that contribution  
that there is indeed a chemical substance  
that is used for the production  
of CNU gas  
but the Israeli government  
has declared that this substance is not poisonous  
and that the 190 litres DMMP  
meant for testing  
filters against chemical weapons  
it was for peace  
it was for peace  
now on that  
with that explanation  
we are going to do our best  
and we are going to hold a parliamentary survey  
to answer all those open questions  
and in 1998  
in October  
they are starting  
and they have to meet some preparations  
and on 27 January  
in 1999  
and in total  
90 witnesses are heard

and we are going to  
share a lot of conclusions  
on that  
what do you have under your feet?  
I will start with  
to answer  
yes  
what is said about that  
that effective  
different police people  
had also declared  
that they have a sixth number  
speaking English  
directly after the bell ramp  
on the ramp  
they had paces  
and they served as secret Israeli  
agents  
and they asked for access to the ramp  
police officers  
I don't know if you know  
but here is a ramp  
let's do the order  
what they have to do  
and then they would have tried  
to get in  
it is unclear  
whether the man is effective  
with our  
cockpit voice recorder  
cockpit voice recorder  
yes exactly  
we can encourage them  
but it is certain that  
men with white clothes  
who are not from the Dutch order  
were on the  
on the ramp  
the word ramp is difficult for me  
in the end  
the ministry of foreign affairs  
knows that the Israeli security service  
in the time of the ramp  
had 60 secret agents in the Netherlands



so 60 people who had the chance  
to be on the ramp  
and they were also  
the security of the LL  
the security of what  
why? why do you have to be on the plane  
and after the ramp  
it would have been a number to 80  
oh yes look  
your activity is only in a secret  
protocol and that protocol  
is still secret  
to get it  
yes great news  
but they also concolute  
that it is  
indeed very possible  
that there is evidence  
then I want to  
talk about the charging  
especially  
where dangerous substances  
are not working  
and  
it is a complex  
matter  
in the second week  
the parliamentarian  
made it known  
that there is evidence  
that the air traffic  
from the beginning  
had already known  
that the charging of the plane  
took away poisonous substances  
but that the air traffic  
on the LL search  
had disappeared  
political disarmament  
there are different top officials  
from the moment that it was known  
that it was already known in the beginning  
that there was poisonous substances  
there would

have been a type where  
there was a conversation  
where it was heard that  
between the parliamentarian and the LL  
minutes after the crash  
it was warned  
about the charging of the plane  
and then a second conversation  
another half hour later  
it was actually intended  
to be known  
but later it turned out that the evidence  
was not right  
so you thought ok but what was there  
but with warning  
that is really the best smoke  
that you can use  
because they would have based themselves  
on a wrong request letter  
so from a good  
request letter  
it would seem  
that there were no poisonous substances  
on board  
there were also a lot of documents  
so there was no conclusion  
about what was  
effective in the flight  
but  
there were still 20 tons  
of waste  
20 tons of waste  
what the hell was that waste  
and in the end  
they came in to force copies  
it was so difficult  
and in that they said  
it is mainly about computer parts  
and electronics  
which is still super vague  
this is a bit  
this is for me  
like the theory of the mole  
follow the money

we know that LL is one of the big clients  
of Schiphol  
there are always people who have worked with us  
to have a small smoke here  
don't lie but just deny things  
and keep it behind  
make sure mystery  
and also we are talking about a ramp  
there can be an effective charge  
on fire  
but it can't be that you don't know  
what the exact charge of the plane is  
that's just a big bullshit  
nothing else is being said  
no  
so I will go further with Uranium  
also there  
a lot of confusion  
look we are trying to answer  
the questions you have  
but we also don't  
but Boe and KLM have  
worked together  
and calculated  
in a Boeing 747-200  
Boe is the maker  
of the aircraft  
and KLM is a aviation company  
who orders aircraft  
like LL does  
normally there are 282 kg  
of poor Uranium  
in the aircraft  
which is usually at the start  
to maintain that weight  
there was 130 kg  
in the first day after the ramp  
at the top  
of the ground in 1993  
so in a year there will be  
a piece of 3 kg  
in 1994  
in Hangar 8  
there was still some

130 kg  
which means  
132 kg  
that's not grave  
we know that  
we found it back  
somewhere  
or we found it  
or that the Parliamentary  
investigation commission  
also suspect  
that based on the scientific explanations  
that a part of the  
missing 150 kg  
could be oxidized  
so burned  
and then in the air  
and that a part of it is spread  
the commission  
does it as a conclusion  
that Uranium  
did not take care  
of high concentrations  
of Uranium  
in the ground  
in the neighborhood of Belmer  
so that the health complaints  
could not lie  
to the poor Uranium  
to go further  
to the health complaints  
they notice that there are  
harmful substances  
and that there are  
harmful substances  
but the commission does not  
assume that individuals  
would be healthy  
depending on the situation  
where they found themselves  
at that moment  
what you are saying  
is that the large group of residents  
and the Helps Verleners

did not take care of Uranium  
and they actually want to  
emphasize that  
it is not possible  
to specify the number of individuals  
so much  
so maybe  
some of Uranium  
so that they would have  
a disease  
but that is unimaginable  
because it is about  
collateral damage  
and because it is about one individual  
and not about a large group of people  
I have a testimony of a household  
it is actually a testimony  
of after the parliamentary  
it is an investigation  
I wanted to say the research commission  
you have to say the parliamentary  
investigation commission  
I can not believe it  
I will say the research  
but I will say the investigation  
and he was a housekeeper  
his name is Nizaer McDoombax  
and he has the feeling  
that his residents  
and his patients have not taken care of  
in this investigation  
he says there was a question  
how many people did not leave their complaints  
if  
we, as a housekeeper,  
had asked  
we could give much more clear symptoms  
that maybe could be recorded  
in that question list  
and he says look  
I am a housekeeper  
there is a relationship between the health complaints  
of patients in front of the ramp  
and after the ramp

above that, things that I hold  
that have not yet been recorded  
the ramp was 5 to 6 times  
so high in the region  
where I worked normally  
all of a sudden  
I came across very rare genetic defects  
against young children  
I have never experienced that  
and a lot of young people with cancer  
are not examined at all  
that are not health complaints  
that are diseases that you will have to deal with later  
but I am convinced that the ramp  
has something to do with it  
now about the death toll  
of missing and dead victims  
so the Parliamentary Inquiry Commission  
concludes that  
that it found  
a number of bodies  
that actually came across with the number of victims  
and that there are no reasons  
to think that the death toll  
would be higher than the official death toll  
of 43  
but people continue to doubt that  
because it seems that there are still  
body parts found  
that are not connected to missing  
so  
people always have 5 legs and 3 arms  
exactly  
and what they also think  
some bodies may be completely burned  
where we don't have any more  
remains  
there is also someone  
who says that 10 to 20% of victims  
were completely surprised  
by what happened there  
and what does that mean  
there are firemen  
who actually told

that they have seen sleeping rooms  
where everything on the ground  
was damaged except  
a metal frame where they knew  
that the people were at home  
so  
according to many people  
there is also  
because there are a lot of people without papers  
sorry but that number  
can't be just  
a plane in a flood building  
and at the end there are 43  
people of your list that you have to have  
and just that are the 43 bodies  
that you found, I don't believe that  
I don't believe that  
sorry  
now, on April 22,  
1989  
for the word which I have to add  
but this is a parallel  
with the current investigation  
they have presented an end report  
that the title gets a load flight  
so many layers  
a load  
flight  
everything is in  
everything  
I think there are three links  
I think  
I want to say one thing  
they have done more than  
to describe an end conclusion  
because these are the most vague end conclusions  
of an investigation that I have ever read in my life  
okay  
okay  
so they said  
there has been little information  
information  
the second room is  
regularly wrong

there was also  
a break in information  
from officials and responsible  
a break in coordination  
and responsibilities  
were removed  
also the mountain of the plane  
is not well done  
and the investigation of the  
air force does not  
replace  
end  
and I have a few things  
yes, do it  
I hope there is a story  
no, totally not  
a criminal investigation  
to the cockpit voice recorder  
had to and can replace  
in the first months after the ramp  
yes too late  
I am here  
but I had to learn this  
too late  
he had  
to be indicated  
of the disappearance of the missing element  
so the cockpit voice recorder  
too late  
the ramp competition is important  
and identification of victims was  
relatively adequate  
so now they come back on a step  
I had to run away  
also the investigation of the research  
and the men in the white suit  
was unnecessarily carried out  
and this is  
the problem of the armed uranium  
was underestimated and unnecessarily recognized  
so  
they realize that  
I always stay with you on my hunger  
do you understand, this is



for me, this is read as a bust on the whole line  
I still have the tension  
of the government to get all the fraud documents  
but not adequate  
indeed and the commission concluded  
that the loading papers of the flight were complete  
and that there was no proof that there were women  
but still the fraud documents were  
but  
everything is still not enough work  
if  
someone would do this in private  
then you will be fired  
I have one more  
they also have  
that they should have had more respect  
for the victims and for the medical research  
and more  
and that also has to do with  
the people who live here  
it was quick through the corner but it is  
that was the white Amsterdamer  
the modern man  
had lived  
then it was all covered up  
but now it was  
as if it would be the same  
if there was a plane on Molenbeek  
would crash  
luckily there were no comments  
about it  
yes, indeed  
I always ask  
and I think  
that will not be about fraud  
but if someone would  
do this at work  
I was really waiting  
and then that minister gave up  
but that did not happen  
I think it is a pity  
also the survivors  
said that the commission would bring more  
and that they could get the same from the politicians

but in that they became a bit  
sad  
this is still a fun fact  
most of the research  
is still secret  
until when  
is it around 2060 or so  
2060  
yes, just a moment  
but there is also a lot of  
criticism coming  
on the  
Parliamentary Enquiry  
there is also another journalist  
Pierre Heibourg  
who actually followed the Parliamentary Enquiry  
very critically  
he was also aware  
of the research commission  
and then you also reach  
the place where he was  
that is not true  
so he is convinced  
that the Enquiry commission  
did not find the truth  
and that it was  
really a military plane  
so yes, there is  
still a lot of criticism  
and I have read that  
the Parliamentary Enquiry commission  
has criticism on criticism  
great  
Pierre, that is still interesting  
he is in  
1868 in Amsterdam  
to work for the Parliamentary Enquiry  
and he is then going to live in the Beilmerwijk  
so he also has an effective bond  
with the place  
I do not know if that is the reason  
why he  
was so involved  
after in 2002 a book was written

with the title Doemvlucht  
now is of course the question  
what is the aftermath  
should we do the first theory?  
I just ask  
what you think is happening  
or what is it  
I will say what I think  
so that I can sleep at night  
so that you can say that  
I think  
that in the podcast of Ramvlucht  
tell  
is that he  
states that  
that it was often old  
so that there were  
technical defects  
but that they really  
used until the end  
to fly with  
I think  
that that plane  
crashed by accident  
I think that there was no purpose  
was aware of the attack on the plane  
I believe  
what Pierre says, I believe  
that a plane was with a special load  
with a specific goal  
and I think there is concern  
and that it was very fast  
that the attack  
or the people here in Schiphol  
were placed in front of  
the flight number  
because it has a special load  
and that they were aware of  
which flights were important  
or military flights were  
and that it was so fast  
I think that it was really on that plane  
that it could not come out  
I am very convinced that

I will not say 100%  
that there was something  
with the plane  
because why would there be  
people around there  
who do not hear it  
at the moment that there is a plane  
but I also believe that  
there is nothing wrong  
that it would go to an attack  
but  
all day long  
with those freight documents  
and there will not be any answers  
and normally you know  
yes, they have done this or that  
and they say  
in the first instance that it was Parfum and Bloemen  
but  
there are too many strange things  
to really say  
yes, it was only Bloemen and Parfum  
I think it is amazing  
that  
I am probably very naive  
because this will probably still happen  
but that there is such a word  
when it is human  
when it is humanly lethal  
when it has a consequence  
I really hope today  
that something like this could not happen  
that when it comes to your plane  
with a secret load  
that there is more clarity  
because a lot of people are  
43 people died  
but I think that the scope of this is much bigger  
sorry, there is a little baby  
who will say that  
no baby by the way  
she is not  
she hears us about conspiracy theories  
and she is not there

I just wanted to say  
that I hope that this day  
could not happen  
but I am probably doubtful  
for me  
there is a special relationship  
between Schiphol and Tel Aviv  
Israel is such a special state  
in the negative sense  
of the word  
but there will not be this  
conclusion  
so you know  
there is such a low  
luxury  
and to see  
what is coming from  
the parliamentary investigation commission  
you think  
how can this be  
and claim that they found things  
and then they have to return to what they said  
because it does not seem to be right  
and that is what you will see later  
there will be a wave created  
and so no one knows  
what is going on  
I think it is good that they influence  
because let us be honest  
this is all being sent from LA  
from Israel  
I believe  
that  
the investigators  
and I suspect  
a part of the airport people  
who do not belong to LA  
they will have the best intentions  
in the investigation  
that Israel  
can  
go through the parliamentary investigation  
with the tentacles  
tentacles

and that power  
I find it very scary  
I find it very scary  
that you can have such a deep influence  
I think it is too bad  
that it is so strange about the charge  
to just be a charge  
but no, it was a military charge  
we know what conflict it was  
that they found  
and we know that there is a conflict  
Israel is already in conflict  
yes  
that's it  
the next one  
what I have found  
is that after that ramp  
there will be a fence  
with the residents  
of Groeneveen  
or we will break it  
or we will rebuild it  
and they chose to rebuild it  
but a lot of residents  
of that specific flat  
have left  
they had to  
find another house  
a part of them is back later  
but there are  
161 apartments  
but 320 flat apartments  
of Groeneveen are saved  
but small Kreutberg is  
completely broken  
and I do not know  
when this is  
broken  
and it has become part  
of the park that they already had  
I would not want to live anymore  
at that point  
and then we started  
the construction

of this episode  
we told  
they are going further  
so we split it up  
and we told Betty  
look, a week after the ramp  
they could not hear  
they did not dare to be alone  
when I went to the toilet  
I had to take her with me  
Betty goes to the house  
and she says  
she is in shock  
I can imagine  
after that ramp  
a plane in the air  
that you are really in your belly  
I mean, you just made this  
she herself says  
I went to my apartment  
to get some personal stuff  
and after that  
everything was damaged by the rock  
she stayed at a clinic for two months  
then she got a new apartment  
where she still lives  
on the day of today  
she says sometimes I still come  
to meet people  
but we always talk about other things  
I have no intention  
to get bad memories  
let's cheer up  
I still have a question  
about Ayvi Davelaar  
and Korsan  
who went to the cinema with his girlfriend  
and she says  
look, I woke up  
the next morning  
and Korsan was still  
not back at that moment  
she says  
I went to work

but there I started to call  
with the question  
whether anyone knew where Korsan was  
he worked at a car shop  
but he was not there to support  
the water, this is nothing for him  
and she just goes to the bathroom  
during lunch breaks  
she goes to find her son  
and she meets a friend  
Korsan and Morena  
and they said  
before they went to the cinema  
they went to the dinner  
to get milk for their baby  
but  
they never went back to the dinner  
and that the baby  
was still there  
and  
that's why Ayvi immediately  
went to the crisis center  
to give Korsan and Morena up  
but there  
they got a very strange reaction  
maybe they just ran away  
after a fucking ramp  
totally wrong  
five days after the ramp  
they got the confirmation  
where they were already afraid  
Korsan's body was identified  
now what was  
he and Morena  
were driving at that moment  
with the bomb  
at the moment the plane  
crashed they were driving  
under one of the flat buildings  
so when they were one minute later  
or earlier  
there was nothing on their hands  
and they still lived  
they have never seen their body



the only thing they get back  
is their dirty clothes  
a golden ring they gave them  
broken  
and Ayvi says  
those first years  
I couldn't talk about that  
I was only a robot  
it was like everyone else  
but in the end  
with the community  
of the Beilmer  
there is a memorial monument  
and there they often go  
to think about Arizona  
I want to finish with Henk  
because he has a positive story  
to make about the ramp  
he is the man with his super 8 camera  
something he did in his free time  
but that man saw the worst of the situation  
he jumped on his bike  
to the NOS  
and said I have pictures as a picture  
and he later saw those pictures  
about the whole world  
for the CNN BBC  
because he had those pictures  
to the ramp  
but Henk was also the chairman  
and he really threw himself  
at the collective  
attitude towards the ramp  
he opened the public space  
so people could talk about  
what was going on  
he went fishing in the neighborhood  
with text ramp tourism  
he collected supplies for the survivors  
at companies, at citizens  
and he says if I can think back  
to the Gulf of Medeleven  
that came here in our country  
after the ramp I got emotional again

about the ramp  
and just before the ramp  
there was a no go area  
there was literally one positive  
ramp and after the ramp  
our work got even more  
involved  
even television programs  
and he says  
until the end  
I respect  
my role  
and what I do as a chairman  
I can help people  
and I got an insight into how politics works  
in Den Haag and in the Belmer  
the ramp gave me a lot of life wisdom  
I just fear that  
that is not positive  
but yeah  
he has become smarter  
yeah  
it was a tough episode  
a very confusing episode  
but for me  
an eye-opener  
out of the plane  
a human life  
is really not so valuable  
for big organizations  
for world powers  
for nations  
so make the best of it  
but there is no one  
who thinks  
if something happens  
we live in the best  
and we will be helped  
and if I prepare  
these things  
then I think  
that is a positive note  
I have one last thing  
something very special

is a tree  
next to it  
there is a big tree  
next to it  
and it has no branches  
and it is very spontaneous  
it is a kind of thinking monument  
and people gathered around it  
and now there is a monument  
around the tree  
built with banks  
with the names of the victims  
who saw everything  
because the tree saw the ramp  
and they might be able to bring more wisdom  
than they could speak  
so with that magical realism  
it is an episode  
thank you for listening  
I am super happy that you chose a ramp  
but I  
we are going to get a plane ramp  
I might choose a boat ramp  
what?  
a boat ramp  
but I thought it was a boat ramp  
what a challenge  
a murder with a boat ramp  
who knows  
there has always been a mission  
I google it tomorrow  
maybe it is a spoiler  
who knows  
bye