



Pilot: Covid Vax Leading to “Impending Disaster in Aviation Industry”

Is it safe to fly in the wake of the global covid vax attack? Considering the constantly growing number of cases of UDSS (Unexplained Died Suddenly Syndrome) it is worth considering the impact such events might have on the airline industry.

As it happens, a highly qualified and deeply experienced commercial pilot from Australia has examined this question and his conclusion is alarming. The Covid vax, he claims, is an “impending disaster in the global aviation industry.”

The author of the report is Captain Shane Murdock. The long-time pilot found himself drummed out of his career after taking a stand against the vax.

“I am a victim of mandated vaccination policies in the airlines myself,” he wrote, “having been terminated for ‘serious misconduct’ for not being jabbed.”

This in itself is an outcome that is emblematic of the attack on industry that Covid lockdown policies represented. Forcing long-term experts out of their careers is debilitating to efficiency and capability. This includes removing irreplaceable experts from industries such as air transport, where skill and technical proficiency are literally a matter of life and death.

Captain Murdock is just such an expert. Boasting of over 22,000 hours of commercial flying experience, his resume includes being an airline captain for 31 years with certification in air accident investigation, among other impressive achievements.

In his analysis of airline safety in the post-vax era, Captain Murdock noted that airline safety is comprised of what he terms the “principles of layered security.”

This model, he says, “likens human systems in aviation to multiple slices of Swiss cheese (or ‘mitigators’) which has randomly-placed and randomly-sized holes in each slice; stacked side by side, in which the risk of a threat becoming a reality is mitigated by the differing layers and types of defences which are ‘layered’ behind each other. Therefore, in theory, lapses and weaknesses in one defence do not allow a threat to become a point of failure (i.e. a hole in the last slice of cheese aligning with the holes in ALL the other slices of cheese in the stack).”

Unfortunately, international Covid interventions, including the vax, have caused all the holes in the Swiss cheese of the layers of security to align. “Each of the potential mitigators has been



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Written by [Dennis Behreandt](#) on December 6, 2023

breached,” Captain Murdock concludes. A deadly accident, as a result, “is no longer a matter of if but when,” he writes.

“This should be of major concern to the travelling public and to all business stakeholders,” Murdock points out.

Is he correct?

One key point he makes is that all-cause mortality skyrocketed in the wake of the vax. “After the bulk of the Covid vaccination program was completed by end of 2021, Deaths from All Causes rose dramatically during 2022,” he noted, pointing to official Australian stats.

Airline pilots and workers are not immune to these stats and are just as likely to be impacted as anyone in any other sector of the economy.

And, in fact, Murdock notes that the number in-flight emergencies have skyrocketed since the vax. Readers of his report, he said, “should notice that in 2022 there was an increase of 272% in 7700 squawks, and in the first 3 months of 2023 the increase was 386%! This is a staggering increase.”

So what is a 7700 squawk? These are rare “Mayday” events, examples of which include, according to Captain Murdock, “an uncontrollable fire, undercarriage not extending or, more relevantly to this discussion, an incapacitated pilot.”

Unfortunately, there have been numerous examples of incapacitated pilots in recent months. Murdock included seven examples that occurred in the single month of March 2023 alone. These examples include the British Airways pilot who “collapsed in [a] Cairo hotel and died” and who had been scheduled to fly an Airbus A321 to London. Another example he points out was the Virgin Australia flight on March 3 that “was forced to make an emergency landing after [the] First Officer Suffered [a] heart attack 30 min. after departure.”

Data from the U.S. military underscore the danger of the vax, including to pilots. U.S. Navy Medical Service Corps officer Lt. Ted Macie examined DoD data for active duty fixed-wing and helicopter pilots and found significant increases in heart ailments post vax.

Is it safe to fly in the wake of this tragedy? “It’s very late in the day for mitigations to stave off what is coming but there is one last opportunity in my view,” Captain Murdock writes.

“Insurers who are the greatest at risk financially can mitigate their risks by amending their underwriting contracts with the stipulation that at least one pilot in every airline cockpit must be unvaccinated.”

We agree with the good captain in his “demand that there be a cessation of the C19 jabs and a high level investigation into the jab itself, mandates and then appropriate compensation structures for all jab-injured pilots.”



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