

39-year-old Canadian Pilot Dan Boken (Training to Become Boeing 737 Captain at Canadian North) Was Killed by COVID-19 Vaccine Mandates

20 Pilot Injuries and Deaths in 2022

By [Dr. William Makis](#)

Theme: [Science and Medicine](#)

Global Research, December 04, 2023

[COVID Intel](#) 1 December 2023

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June 23, 2022 – I unplugged my 39-year-old husband, Dan Boken, from life support. It was the worst day of my life.

[We were a happy family of four](#), torn into a thousand pieces in an instant. The nine long months leading up to that night felt like I was in an abyss.

Dan, a commercial airline pilot, had spent the past year training to become a Boeing 737 captain at Canadian North. His dedication was unwavering, and we were incredibly proud of him. However, his job came with sacrifices, including extended periods away from our family.

When Transport Canada introduced COVID vaccine mandates for airline employees, Dan was faced with a difficult choice. He had an underlying auto-immune condition and was uncertain about the vaccine's safety for him. Nevertheless, he chose to get vaccinated in order to provide for our family. But, almost immediately after his second dose, he became gravely ill.

His health deteriorated for months, and once hospitalized, he was diagnosed with hemophagocytic lymphohistiocytosis (HLH), an autoimmune condition linked to vaccine

side effects. He was hospitalized and became a medical mystery, undergoing numerous treatments, but his condition only worsened.

Dan was in the hospital for just under a month, isolated due to COVID measures. The dire reality of his situation weighed heavily on our family because visitation was heavily restricted. On Father's Day, a special visit was planned so he could see our young boys, but it was canceled as Dan ended up on a ventilator the day before. Our sons never got to say goodbye to their dad.

Dan's battle ended with a brain bleed caused by blood clots throughout his body. The loss was devastating, leaving an unfillable void in our lives. We, like thousands of others, navigated the labyrinth of healthcare, learning a new vocabulary of medical terms.

I waited patiently for 14 months after, for his final autopsy report. Once received, I noticed that they had changed his cause of death from a brain bleed, to COVID-19. His vaccination status wasn't even mentioned in the report, despite the fact that the injury was officially reported by two separate doctors to Ottawa Public Health.

I was suspicious, and that led me to get a second opinion from an experienced Pathologist. I knew something was off. He reviewed Dan's entire medical history as well as the autopsy and confirmed what I already knew. The vaccine was a contraindication to Dan's Crohn's disease, and was the reason he initially became so ill.

I've struggled to talk about this because I knew it would be censored. I didn't want to be attacked or ridiculed for sharing the truth about what happened because it might go against the beliefs of others. I'm at the point now where I don't care what people say. I know what happened and the truth must come out. For Dan's sake.

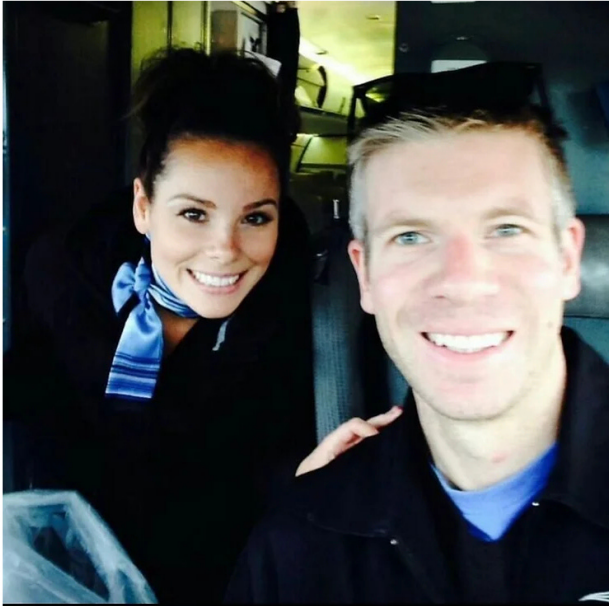
This tragedy didn't need to happen, but from the depths of despair, I found the strength to persevere. Having our two boys to care for is what got me out of bed in the morning and gave me a purpose. Through it all, I remained committed to self-care. I stayed consistent with my nutrition, exercise, and yoga, providing another lifeline to pull me from the abyss. I'm now ready to use these practices to channel my grief into a mission – helping other women facing their biggest challenges and obstacles.

Today, I am a women's wellness coach, dedicated to supporting and empowering women to overcome their adversities. My journey from heartbreak to healing has given me a unique perspective and a newfound purpose. I've learned that even in the darkest of times, we can find the resilience within ourselves to triumph over tragedy.

My story is a testament to the strength of the human spirit and the power of self-care in the face of unimaginable loss. While I will always carry the memory of that fateful day, I've learned to transform my pain into a source of strength and motivation, driven to make a difference in the lives of others.

Thanks for reading this story. It was very hard for me to write, but I feel a lot better now that I've shared.

Leah B ☐



Resilience Through Tragedy: A Journey of Healing and Empowerment

June 23rd 2022, I unplugged my 39-year-old husband, Dan, from life support. It was the worst day of my life. We were a happy family of four, torn into a thousand pieces in an instant. The nine long months leading up to that night felt like I was in an abyss.

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Boken Family- Please see update & Help



Greg Sherman is organizing this fundraiser on behalf of Leah Boken.

Please help this family suffering the severe financial impact of life-threatening illness. Both Leah and Dan are unable to work while he's fighting for his life, in intensive care. All help is appreciated, no matter how small. My name is Greg Sherman, and I have been childhood friends with Dan Boken for over 30 years. Dan has always been loyal to his friends and family; although his profession as a pilot has distanced him from many of his loved ones geographically, he has always held strong in his relationships and picks up where he last left off. Dan and his beautiful wife Leah relocated to Manotick, ON (just outside of Ottawa) a little over 10 years ago and have since had two young boys, Blake (6) and Brady (3). The boys, spitting images of Dan, are Dan's pride and joy and keep them both very busy. As a pilot for Canadian North, Dan is often away from home for extended days while Leah maintains the hustle and bustle of the young family life. Many of us can relate to how challenging it is as parents. Unfortunately, Dan & Leah have minimal support because most of their friends and family live hours away. Adding to the challenges, Dan's health has been compromised over the years by Crohn's Disease. He has had many instances where the disease has forced him away from professional & personal events. Dan is a fighter, and has tried everything out there to fight the disease. **Most recently, Dan has had significant health problems through most of 2022, which progressively worsened in May. Dan was admitted to Ottawa General Hospital on May 31 and diagnosed with various Auto-Immune issues. The Doctors are trying to figure out how to address the issues but haven't been successful to date. Dan currently has 2 blood infections and an inflammatory response in his blood which is attacking his internal organs. Through this, Dan was also tasked with fighting Covid which had him isolated from his family; only able to speak to Leah and the boys over the phone. Dan's breathing has been challenged and he was forced onto a ventilator on June 18.** Dan is now able to have Leah visit in person. Dan's brother Nick has been staying at their home helping with the boys, while Leah takes daily, 40 minute trips to/from the Hospital. Dan has been off work more than he has been on this year, and although the Doctors are optimistic he will win the fight, the anticipation is that he will remain in the hospital for a long time yet. The family is Leah's primary focus and she is unable to work with Dan in the hospital. Unfortunately, the bills don't stop and the daily fuel/parking costs add to this financial burden. Please help when/where you can; any amount, large or small, helps to provide Dan & Leah with the means to care for their family.

Nov. 19, 2022 - 54 year old Captain Patrick James Ford, American Eagle (Envoy) pilot, age 54, died in-flight after departure from Chicago O'Hare.



Patrick Ford Obituary

Patrick James Ford, 54, of Tampa, FL, formerly from Pottstown, PA, died unexpectedly on November 19, 2022. He is the beloved husband of 24 years to Susan C. Ford (nee Lucas). Patrick is predeceased by his parents, Rose Teresa McHugh Ford and James Edward Ford. He is the devoted brother of Michael (Becky) and is predeceased by his young brother, Sean. He is the loving uncle to Bradley, Mitchell, Jimmy, Katie, Michael, Emily, and Kate. He is the cherished brother-in-law to David (Nancy) Lucas and son-in-law to Carl J. Lucas. Patrick, affectionately known to many as "Pippi", was a 1986 graduate of Pottsgrove High School. He joined the United States Marine Corps immediately following high school and was a member of the 2nd Reconnaissance Battalion. After serving in the Marine Corps, he then went on to receive his Bachelor of Science in Mechanical Engineering Technology at Penn State University. Patrick then

worked at General Electric (GE) and Johnson Controls in Erie, PA., as a mechanical engineer. While in Erie, he began to pursue his lifelong dream of flying. It was also in Erie, on the night before Thanksgiving in 1995, that he met his loving wife Susan, and they began a life together of travel as his career took them all over the country. Patrick reentered the armed forces in 1997 in the Navy's Officer Candidate (OCS) School in Pensacola, FL. Upon completion, he pursued a military career in Naval Intelligence. Patrick proudly served as a Naval Intelligence Officer for 17 years and retired from the military as a Lieutenant Commander (LCDR). He continued to work in the field of Intelligence, while pursuing his instructor pilot licenses. In 2016, he began working as a flight instructor for the Florida Institute of Technology in Melbourne, FL. In 2020, he began flying as a First Officer with Republic Airways, and recently, in September 2022, he began training as a Captain with Envoy Air. Those that met Patrick never forgot him. He always had a smile, was quick with a joke, and was always interested in talking about current events, or his love for history and

November 20, 2022

Dear fellow pilots,

Last night Envoy Flight 3556 from ORD to CMH declared an emergency immediately after takeoff due to an incapacitated pilot. The flight promptly returned to ORD and was landed safely. Despite heroic efforts to revive him, Captain in training, Patrick Ford passed away. We are deeply saddened by this loss. Our thoughts and prayers are with his family.

Sincere thanks to Line Check Airman, Captain Brandon Hendrickson, for his leadership and professionalism in the safe handling of his aircraft, passengers and crew.

Respectfully,

Captain Ric Wilson
Vice President – Flight Operations

On Saturday, November 19th, Captain Patrick Ford was in command of American Eagle (Envoy Air) flight 3556 from Chicago's O'Hare International Airport (ORD) en route to John Glenn Columbus International Airport (CMH) in Ohio. The Embraer E175 had just taken off when the co-pilot reported to ATC the Ford was incapacitated. The co-pilot took control of the aircraft carrying 57 passengers & crew and returned safely to land at ORD. According to online reports, Ford was a captain in training and was accompanied on the flight by Line Check Captain Brandon Hendrickson, indicating that Ford was possibly performing a training flight.

The airline confirmed that Captain Ford was later pronounced dead after reaching the

hospital.

“Despite heroic efforts by those on board and first responders on the ground, our colleague passed away at the hospital,” Envoy Air, a regional carrier owned by American Airlines, said in a statement. “We’re deeply saddened and are doing all we can to support his family and our colleagues at this time.”

Ikar Airlines Boeing pilot died in-flight across Russia (Sep. 18, 2022)

Pilot of Boeing Aircraft Suddenly Dies During Flight Across Russia: Officials



A pilot died suddenly during a flight between the Russian cities of Novokuznetsk and St.Petersburg on Sunday (Sep. 18, 2022), officials told state-run media ([click here](#))

Authorities told RIA Novosti that the unnamed pilot, identified as a flight commander, felt sick during the trip. The commander died before medical attention could be given to the pilot, officials said. Ikar Airlines is also known as Pegas Fly.

The cause of death of the pilot has not been revealed.

Citilink Indonesia Flight pilot, age 48, died after landing plane (July 21, 2022)



Pilot Boy Awalia poses for a selfie in this photo posted on his Instagram account dated March 9, 2021.

Citilink Indonesia flight – an Airbus A320 carrying more than 100 passengers – had departed from Surabaya’s international airport in East Java province and was headed to Ujung Pandang city in South Sulawesi province on July 21, 2022 ([click here](#)).

The pilot, 48 year old Boy Awalia, suffered a health emergency 15 minutes after take-off and was forced to return to the airport before being rushed to a hospital where he later died ([click here](#)).

The airline said it had conducted health checks prior to the flight for all crew on duty and that they were “declared fit or airworthy,” according to a statement from Dewa Kadek Rai, the president director of PT Citilink Indonesia.

June 29, 2022 – UK Pilot Instructor, age 57, died suddenly in-flight



June 2022 – A flying instructor died in-flight after suffering a cardiac arrest, but his co-pilot thought he was fooling around ([click here](#)).

According to a newly published safety [report](#) on the incident, the pilot thought the instructor was pretending to be asleep as the pair flew a circuit near Blackpool Airport in Lancashire, England, on June 29, 2022.

Shortly after takeoff, the instructor's head rolled back. The pilot knew the 57-year-old instructor well and thought he was just pretending to take a nap. However, when he landed the plane and his co-pilot was still resting on his shoulder and not responding, he realized something was amiss ([click here](#)).

A post-mortem examination concluded that the instructor died from acute cardiac failure. He had passed a medical four months earlier. The report found there was no indication that the instructor was unwell.

"People who had spoken to him on the morning of the incident said he was his normal cheerful self and there were no indications that he was feeling unwell," the report said.

June 22, 2022 – Philippines Pilot Jose Mari Chua had a ruptured brain aneurysm and died suddenly



Pilot Incapacitations and In-flight Deaths (16)

[Dec. 18, 2022](#) – Air Canada flight AC-51 from Delhi (India) to Montreal, QC (Canada), pilot was incapacitated along with two cabin crew. The pilot was replaced by the relief pilot, cabin crew duties were redistributed and the aircraft continued to destination.

[Nov. 19, 2022](#) – Envoy flight AA-3556 from Chicago O'Hare, IL to Columbus, OH (USA), was

in the initial climb, when the training captain in the right hand seat reported the captain in training was incapacitated and “knocked out” and they needed to return. The first officer indicated paramedics should proceed to the gate. The captain in training was later reported to have passed away despite resuscitation.

[Nov. 16, 2022](#) – Westjet flight WS-661 from Toronto, ON to Calgary, AB (Canada) with 117 passengers and 5 crew, was enroute at FL360 about 110nm east of Winnipeg, MB (Canada) when one of the pilots became briefly incapacitated. A pilot travelling as passenger was utilized as a precautionary measure while the aircraft diverted to Winnipeg for a safe landing.

[Oct. 27, 2022](#) – Flydubai flight FZ-1942 from Tashkent (Uzbekistan) to Dubai (United Arab Emirates) with 172 people on board, was enroute 260nm northeast of Shiraz (Iran) when the captain became unconscious prompting the first officer to declare emergency and divert to Shiraz, where the aircraft landed safely.

[Oct. 22, 2022](#) – Austrian Airlines flight OS-87 from Vienna (Austria) to New York JFK, NY (USA), was climbing out of Vienna when the captain stopped the climb after the first officer became incapacitated and returned the aircraft to Vienna for a safe landing.

[Sep. 26, 2022](#) – Air Canada flight AC-1097 from Toronto, ON (Canada) to San Jose (Costa Rica), was enroute over the Gulf of Mexico about 350nm southwest of Orlando, FL (USA) when one of the pilots became incapacitated. The other pilot declared PAN PAN and diverted the aircraft to Orlando, where the aircraft landed safely about 60 minutes after the decision to divert.

[Sep. 22, 2022](#) – JET2 flight LS-662 from Larnaca (Cyprus) to East Midlands, EN (UK). About 70nm southeast of Frankfurt/Main (Germany) the captain declared an emergency reporting the first officer was incapacitated and decided to divert to Frankfurt for a safe landing.

[Aug. 27, 2022](#) – Air Transat flight TS-244 from Toronto, ON (Canada) to Glasgow, SC (UK) with 297 passengers and 11 crew, was enroute about 50nm west of Montreal, QC (Canada) when the aircraft diverted to Montreal due to the incapacitation of a member of the flight crew. The aircraft landed safely.

[Aug. 23, 2022](#) – Jet2.com flight LS-1239 from Birmingham, EN (UK) to Antalya (Turkey), was enroute about 110nm northnortheast of Thessaloniki (Greece) when one of the pilots fainted prompting the other pilot to divert the aircraft to Thessaloniki, where the aircraft landed safely. Passengers reported they had just gone through turbulence when a commotion started at the front of the aircraft. Subsequently there were told one of the pilots had fainted and they were diverting to Thessaloniki. After landing in Greece they had to wait for an hour until the ambulance arrived.

[July 24, 2022](#) – Eurowings flight EW-634 from Cologne (Germany) to Rhodes (Greece), was enroute about 10nm northwest of Munich (Germany) when the captain decided to divert the aircraft to Munich due to the first officer becoming ill and needing oxygen. The aircraft landed safely about 25 minutes later.

[July 21, 2022](#) – Citilink flight QG-307 from Surabaya to Ujung Pandang (Indonesia) with 171 passengers. Pilot became incapacitated during take-off climb and co-pilot stopped the climb and returned to the airport. The captain was taken to a hospital, but subsequently was

reported to have died.

[July 3, 2022](#) – Jazz flight QK-8543 from Montreal, QC to Regina, SK (Canada), was enroute about 600nm northwest of Montreal when the captain became ill prompting the crew to return to Montreal, where the aircraft landed safely about 90 minutes later. Medical services took care of the captain.

[June 12, 2022](#) – Easyjet flight U2-6938 from Heraklion (Greece) to Edinburgh, SC (UK), was nearing Edinburgh when the captain left the cockpit for the toilet but did not return. On descent into Edinburgh the first officer declared emergency and continued for a safe landing. The airline reported the first officer requested an immediate landing due to the captain's ill health during the approach to Edinburgh. Paramedics met the captain after landing.

[May 11, 2022](#) – Cessna 208 single engine plane – Darren Harrison with no piloting experience landed a Cessna 208 Caravan (N333LD) on May 11, 2022 at Palm Beach International Airport with the help of ATC after the airplane's pilot reportedly suffered a medical emergency that incapacitated him. ([Source](#))

[April 10, 2022](#) – Easyjet flight U2-2213 from London Luton, EN (UK) to Agadir (Morocco), was enroute about 60nm north of Faro (Portugal) when one of the pilots declared emergency reporting his colleague had become ill and was incapacitated. The aircraft landed safely. Authorities in Faro reported the aircraft diverted due to sudden illness of one of the pilots, after landing the pilot was taken care of and transported to a hospital.

[Jan. 18, 2022](#) – Corsair flight SS-925 (dep Jan 17th) from Fort de France (Martinique) to Paris Orly (France) – during flight captain lost consciousness and is believed to have had a stroke. First Officer diverted the plane to Lajes Azores Islands and Captain was hospitalized for several days.

My Take

I was not tracking pilot incapacitations and deaths in 2022, therefore I know I may have missed some in this article.

Nevertheless, as more tragic stories like Pilot Dan Boken's come to light, I will be updating this record.

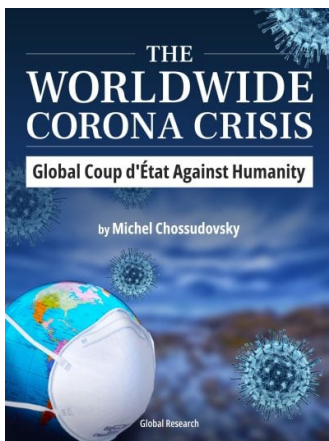
In this article, I document 20 pilot sudden deaths or incapacitations in 2022.

2023 is going to be more than double that.

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Dr. William Makis is a Canadian physician with expertise in Radiology, Oncology and Immunology. Governor General's Medal, University of Toronto Scholar. Author of 100+ peer-reviewed medical publications.



The Worldwide Corona Crisis, Global Coup d'Etat Against Humanity

by Michel Chossudovsky

Michel Chossudovsky reviews in detail how this insidious project “destroys people’s lives”. He provides a comprehensive analysis of everything you need to know about the “pandemic” — from the medical dimensions to the economic and social repercussions, political underpinnings, and mental and psychological impacts.

“My objective as an author is to inform people worldwide and refute the official narrative which has been used as a justification to destabilize the economic and social fabric of entire countries, followed by the imposition of the “deadly” COVID-19 “vaccine”. This crisis affects humanity in its entirety: almost 8 billion people. We stand in solidarity with our fellow human beings and our children worldwide. Truth is a powerful instrument.”

Reviews

This is an in-depth resource of great interest if it is the wider perspective you are motivated to understand a little better, the author is very knowledgeable about geopolitics and this comes out in the way Covid is contextualized. —Dr. Mike Yeadon

In this war against humanity in which we find ourselves, in this singular, irregular and massive assault against liberty and the goodness of people, Chossudovsky’s book is a rock upon which to sustain our fight. —Dr. Emanuel Garcia

In fifteen concise science-based chapters, Michel traces the false covid pandemic, explaining how a PCR test, producing up to 97% proven false positives, combined with a relentless 24/7 fear campaign, was able to create a worldwide panic-laden “plandemic”; that this plandemic would never have been possible without the infamous DNA-modifying Polymerase Chain Reaction test – which to this day is being pushed on a majority of innocent people who have no clue. His conclusions are evidenced by renown scientists. —Peter Koenig

Professor Chossudovsky exposes the truth that “there is no causal relationship between the virus and economic variables.” In other words, it was not COVID-19 but, rather, the deliberate implementation of the illogical, scientifically baseless lockdowns that caused the shutdown of the global economy. —David Skripac

A reading of Chossudovsky’s book provides a comprehensive lesson in how there is a global

coup d'état under way called "The Great Reset" that if not resisted and defeated by freedom loving people everywhere will result in a dystopian future not yet imagined. Pass on this free gift from Professor Chossudovsky before it's too late. You will not find so much valuable information and analysis in one place. -Edward Curtin

ISBN: 978-0-9879389-3-0, Year: 2022, PDF Ebook, Pages: 164, 15 Chapters

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