



Reporter: (b) (6) **Open Date:** 03/25/2019
Case Status: Closed **Assigned Date:**
Disposition: **Due Date:**
Closed Date: 03/27/2019 **Appeal Date:**

Summary: Comment/Suggestion related to the recent accident of a 737Max accident

Hotline Contact Info

Lead Analyst: Chris Prichett
Analyst Email: chris.prichett@faa.gov
Analyst Phone #: 202-267-4119

Case Assignment

Assigned Group:
Assignment Type:

Reporter Contact Info

Privacy Level: Confidential
Reporter is a: General Public
Name: (b) (6)
Address: (b) (6)(b) (6)(b) (6)
City, State, Zip: (b) (6)(b) (6)(b) (6)
Contact Phone #: (b) (6)(b) (6)
Email Address: (b) (6)(b) (6)(b) (6)
Int. Phone #:

Subject Party Details

Name:
Company / Org:
Address:
Phone #:
City, State, Zip:

Event Info

Event Date:
Event Time:
Event Location: Unknown
City, State: Unknown recollection
Airline Name: AA
Flight #: Unknown
Departure Location: Unknown
Arrival Location: Unknown
Aircraft Registration: Unknown

Assignments:

Case Description: Boeing 737 Max potential concern: with my possible experience.

I am 60 years of age and have spent thousands of hours in private aircraft since being a baby, as my father (deceased) had a license before I was born. Dad owned dozen of aircraft over time, we had private company light aircraft, even employing pilots to fly myself as I don't take flying lightly. Also using at times some small commercial jets. Dad's passion passed over to m nephews and one is a commercial pilot. My nephew received his FAA license to teach as a flight instructor on his 18th birthday, we all love and respect it.

At 60 I may soon seek to get a license though I have worked excessive hour weeks since youth and know the risk of falling asleep in the air. I respect flying needs tremendously. Today I mostly fly frequently in commercial jets and have done so the last several years. My history in aircraft and family flight description was to let whomever know this is no fluke comment and a comment or concern I've never made prior. Flying has never concerned me other than a very few green jockey pilots that need benched.

The recent release of Boeing 737 Max details has me relating this to a recent flight. I feel the described pattern was experienced on one of my flights. Upon returning home I even shared the unique flight takeoff experience with my wife as it obviously was not normal.

I have a TSA Pre Check Known Traveler Number of (b) (6). At some point this year I am suspect to have been on a 737 Max which experienced the issues I've read and seen reported. My flights could be tracked reasonably easily for history of aircraft.

WARNING: FOR OFFICIAL USE ONLY PUBLIC AVAILABILITY TO BE DETERMINED UNDER 5 USC 552

This record contains information that belongs to the Federal Aviation Administration (FAA) and may only be used for official Government purposes. The information contained in this record may not be released without the express permission of the FAA.



In 2019 I haven't flown a lot and most has been related to American Airlines, I will list history by city or airport as I recall those. One of those flights had a tremendous vertical oscillation up and down within moments of takeoff, as we were leveling out to take elevation. It was an unusual experience like none before as it was methodical as if on a washboard. It instantly concerned me as I knew the pattern was not normal turbulence. Today I definitely feel that a pilot was managing something attempting to override his actions or control the aircraft in a unique and harmful manner. Today I feel that pilot potentially may have saved everyone's lives, if the error is from pilot, system or casual neglect, then that also should be known as well for the investigation. Though I feel one of these crews knows what happened. I have not flown since March 1st by need, not fear.

Flights I recall taking this year by city. I am sure by my TSA you or American Airlines can track more to coordinate with aircraft as I know not if they were MD series, Airbus or Boeing. I never honestly worried about what aircraft?

3/1
MCO -CLT 1939
CLT - LIT 5686

2/26
MZT - DFW 5787
DFW - MCO 2672

2/22
LIT - DFW 3419
DFW - MZT 5787

1/27
MSP - ORD 304
ORD - LIT 3561

1/26
CLT - MSP 4859
BHM - CLT 2041

1/26
PHL - BHM 5078

1/25
LIT - DCA 4073
DCA - PHL 2009

1/22
DFW - SGF 3887 (I barely missed a flight and I laid over till for this flight 1/22 in Dallas till flight home)

1/21
FAR - DFW 3615
DFW - SGF - I missed flight by seconds and was there 5 min early of departure, should AA have record not accurate.

1/20
SGF - DFW 3516
DFW - FAR 3802

Good luck with this and I hope it is not related and just a different situation. Though if it is related you definitely need the knowledge of this in your investigation team.

I have not flown as much as recent years in 2019 and this is everything I have a history of here.

Thank you and god bless,

(b) (6)(b) (6)(b) (6)
Cell: (b) (6)(b) (6)

Related Items

Label	Type	Relationship	Description	Email / Phone
(b) (6)	Person	Complainant/Reporter		(b) (6)(b) (6)(b) (6) (b) (6)(b) (6)

WARNING: FOR OFFICIAL USE ONLY PUBLIC AVAILABILITY TO BE DETERMINED UNDER 5 USC 552

This record contains information that belongs to the Federal Aviation Administration (FAA) and may only be used for official Government purposes. The information contained in this record may not be released without the express permission of the FAA.



Journal Entries

Journal Class	Create Date	Submitter	Category	Summary
Note	03/23/2019 09:03 AM		General Information	Hotline Form Submission - FHIS-0013634

Details

*I am a(n): General Public
What Are You Reporting: Potential Violation*

Information Related To Your Report

*Event Date:
Event Time:
Event Location: Unknown
Event City: Unknown recollection
Event State:
Aircraft Registration N- Unknown
Airline: AA
Flight Number: Unknown
Departure Location: Unknown
Arrival Location: Unknown*

Responsible Party

*First Name:
Last Name:
Email:
Company/Organization:
Street Address:
Street Address 2:
City:
State:
Zip:
Country: US
Phone:
Web Address:
Description: Boeing 737 Max potential concern: with my possible experience.*

I am 60 years of age and have spent thousands of hours in private aircraft since being a baby, as my father (deceased) had a license before I was born. Dad owned dozen of aircraft over time, we had private company light aircraft, even employing pilots to fly myself as I don't take flying lightly. Also using at times some small commercial jets. Dad's passion passed over to m nephews and one is a commercial pilot. My nephew received his FAA license to teach as a flight instructor on his 18th birthday, we all love and respect it.

At 60 I may soon seek to get a license though I have worked excessive hour weeks since youth and know the risk of falling asleep in the air. I respect flying needs tremendously. Today I mostly fly frequently in commercial jets and have done so the last several years. My history in aircraft and family flight description was to let whomever know this is no fluke comment and a comment or concern I've never made prior. Flying has never concerned me other than a very few green jockey pilots that need benched.

The recent release of Boeing 737 Max details has me relating this to a recent flight. I feel the described pattern was experienced on one of my flights. Upon returning home I even shared the unique flight takeoff experience with my wife as it obviously was not normal.

I have a TSA Pre Check Known Traveler Number of (b) (6). At some point this year I am suspect to have been on a 737 Max which experienced the issues I've read and seen reported. My flights could be tracked reasonably easily for history of aircraft.

In 2019 I haven't flown a lot and most has been related to American Airlines, I will list history by city or airport as I recall those. One of those flights had a tremendous vertical oscillation up and down within moments of takeoff, as we were leveling out to take elevation. It was an unusual experience like none before as it was methodical as if on a washboard. It instantly concerned me as I knew the pattern was not normal turbulence. Today I definitely feel that a pilot was managing something attempting to override his actions or control the aircraft in a unique and harmful manner. Today I feel that pilot potentially may have saved everyone's lives, if the error is from pilot, system or casual neglect, then that also should be known as well for the investigation. Though I feel one of these crews knows what happened. I have not flown since March 1st by need, not fear.

Flights I recall taking this year by city. I am sure by my TSA you or American Airlines can track more to coordinate with aircraft as I know not if they were MD series, Airbus or Boeing. I never honestly worried about what aircraft?

WARNING: FOR OFFICIAL USE ONLY PUBLIC AVAILABILITY TO BE DETERMINED UNDER 5 USC 552



Journal Class	Create Date	Submitter	Category	Summary
	3/1			MCO -CLT 1939 CLT - LIT 5686
	2/26			MZT - DFW 5787 DFW - MCO 2672
	2/22			LIT - DFW 3419 DFW - MZT 5787
	1/27			MSP - ORD 304 ORD - LIT 3561
	1/26			CLT - MSP 4859 BHM - CLT 2041
	1/26			PHL - BHM 5078
	1/25			LIT - DCA 4073 DCA - PHL 2009
	1/22			DFW - SGF 3887 (I barely missed a flight and I laid over till for this flight 1/22 in Dallas till flight home)
	1/21			FAR - DFW 3615 DFW - SGF - I missed flight by seconds and was there 5 min early of departure, should AA have record not accurate.
	1/20			SGF - DFW 3516 DFW - FAR 3802

Good luck with this and I hope it is not related and just a different situation. Though if it is related you definitely need the knowledge of this in your investigation team.

I have not flown as much as recent years in 2019 and this is everything I have a history of here.

Thank you and god bless,

(b) (6)(b) (6)
Cell: (b) (6)(b) (6)

Other Reports on the Same Subject Matter

To which division or office within the FAA have you reported this matter? No
To which other federal or state agencies or other organizations have you reported this matter? No

Contact Info

First Name: (b) (6)
Last Name: (b) (6)
Company:
Street Address: (b) (6)(b) (6)(b) (6)
City: (b) (6)(b) (6)
State:
Zip: (b) (6)
Contact Phone: (b) (6)(b) (6)
Email Address: (b) (6)(b) (6)(b) (6)
International Number:

WARNING: FOR OFFICIAL USE ONLY PUBLIC AVAILABILITY TO BE DETERMINED UNDER 5 USC 552

This record contains information that belongs to the Federal Aviation Administration (FAA) and may only be used for official Government purposes. The information contained in this record may not be released without the express permission of the FAA.