

Case Number	Summary	Description/Narrative	Case Status	Disposition	Category (Cat 3)	Assignment Type	Assigned Group	Close Date	
2017-0000864	Boeing 737 Seat Pitch Issue	<p>Seat pitch reductions in new aircraft (such as that announced by AA for their incoming Boeing 737 Max fleet) may have progressed to the point that mandatory evacuation criteria contained in 14 CFR 25.803 may no longer be possible to meet.</p> <p>Each evacuation demonstration for an aircraft type current in use in revenue service should be reviewed to determine the seat pitch of the aircraft used for the original certification demonstration. For those where the seats are more closely spaced than they were in the original certification demonstration individual determinations should be made and documented regarding the need to re-certify each aircraft type in the more closely spaced configuration.</p> <p>Actual demonstration is warranted because "maximum seating capacities" seem to have changed over time. The success or failure of a real-world evacuation will be dependent on people being able to vacate their seats in order to proceed to designated exits. Too-small seat pitches will interfere with doing so.</p>	Closed	No Action	Manufacturing & Design General	Action	SAFETY-AFS-SOUTHERN	Aug 7, 2017	
S20180924038	Exit row seating.	<p>Problem Statement: Removal of the exit door and placement on seat arm rests in exit aisles. Violates basic egress rules of safety. See below my dialogue with American Airlines. I also sent a note to Airbus. The potential during emergency exit is the exit aisle to be impacted by the door being brought back into the plane. This is now an FAA decision since American Airlines and Airbus do not appear interested in addressing.</p> <p>Hello (Ex. 6):</p> <p>Thank you for contacting us. I understand you have concerns that you'd like addressed and I'm here to help.</p> <p>I'm very sorry you are concerned with the safety procedures for the exit row on our Airbus 319 and Boeing 737 Max aircraft. Please allow me to explain.</p> <p>In compliance with Federal Aviation Administration (FAA) regulations, we have specific requirements for rows containing emergency exit seats. All aircraft go thru a certification process including the operation of all emergency exits, the operator builds its evacuation procedures based on manufactures testing results and FAA certification requirements, across our entire fleet all plug type doors are removed and placed across the seat grouping. The 737 Max aircraft has an over wing "gull wing type, hinged at the top" not a traditional plug type that's removed and placed across the seat grouping. Our safety information Card and sidewall panel placard details its operation.</p> <p>(Ex. 6), I hope this information is helpful. It will be our pleasure to welcome you onboard again real soon.</p> <p>Sincerely, (Ex. 6) (See attached for full report)</p>	Closed	Action Deemed Appropriate, No Response Required	Air Carrier/Taxi	Action as Deemed Appropriate	SAFETY-HQ-AIR	Sep 25, 2018	
S20181114009	Comment Boeing 737 dive issue comment.	<p>This concerns the recent Lion Air crash and a possible similar incident on a Norwegian Air Boeing 737 Max.</p> <p>I've been following with interest the events surrounding the recent Lion Air crash involving a Boeing 737 Max. I see the Wall Street Journal is reporting some information about 737 Max issues that may not have been fully reported to you.</p> <p>I thought this information may possibly help your investigation. My wife and I were on a Norwegian Air flight on September 28, 2017 scheduled from Cork Ireland to Providence Rhode Island. We were told the plane was brand new, having been delivered the prior week. We pushed back from the gate, the engines were started but we sat on the tarmac for about one half to three quarters of an hour. The pilots then pulled back to the gate, ground personnel worked on the plane but and the flight was cancelled after several hours. We left the next day from Shannon Ireland on a different aircraft.</p> <p>Prior to the cancellation, technicians were working on the plane in an effort to solve the problem. There was a Boeing commercial truck near the plane and I saw Boeing technicians working on the plane.</p> <p>I'm an experienced flier. It's probably nothing but I thought there is a chance there some kind of link between the event we experienced and the recent Lion Air crash. Just wanted to make sure you had this information in case it's relevant.</p>	Closed	Info Only	General Processes, Procedures and Standards	Info Only-Reply to Htltnot required	SAFETY-HQ-AIR	Nov 14, 2018	

S20181105012	Comments regarding recent Lion Air Boeing accident.	<p>This is a whistle blower message. Please do not ignore. Human lives are at stake!</p> <p>Based on a recent accident that happened in Indonesia involving a Lion Air Boeing 737-MAX 8 aircraft resulting in the loss of 189 lives, it is felt that shortfalls and areas of improvement within Lion Air Engineering Maintenance are made known to the public and authorities.</p> <p>1. It is well known that the Line Maintenance based in Jakarta and other line stations routinely falsify records by signing off tasks as completed when in fact no such tasks or inspection was performed.</p> <p>2. Also understand from reliable sources that they have a relatively new hangar facility somewhere in an Island close to Singapore and sources inform that they were in the process of getting FAA approval.</p> <p>3. It is also well known that Hangar facility routinely engages in such fraudulent activities, that is signing off tasks as completed without performing the tasks as required.</p> <p>4. Performing tasks without the use of tools and equipment as specified in the instructions, trainees working unsupervised and without references are happening regularly.</p> <p>5. One Boeing rep who was assigned to that Hangar facility happened to be my copassenger and according to him, this and other unethical practices happening in that Hangar facility is well known to Boeing, but they are scared to report or highlight due to fear of losing their jobs. According to him he says Lion is a big customer to Boeing and their highlights will be thrown away due to Lion being big customer to Boeing.</p> <p>Acting on the above will help reduce recurrence of such blatant and unfortunate incidences where the ordinary folks ends up losing.</p> <p>This information will be notified to the relevant authorities of Indonesia as well as to various media and social networks, including the fact that these were reported to authorities such as FAA.</p>	Closed	Action Deemed Appropriate, No Response Required	Accident or Incident	Action as Deemed Appropriate	SAFETY-HQ-AFS	Nov 5, 2018	
A20190205020	Ex7a	Ex7a	Under Investigation		Policy or Procedure	Action	ADMIN-Aviation Safety		
S20190311028	Comment/Suggestion related to the recent accident of a 737Max accident	I am extremely concerned that the FAA has not yet fully investigated the apparent problems with the Boeing 737 Max 8 and not grounded all such aircraft in the United States. I have a trip coming up in a week that involves this aircraft and will be changing it such that I do not fly (and die) on this model. Please do your job!	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190311030	Comment/Suggestion related to the recent accident of a 737Max accident	The second Boeing 737 Max 8 has crashed in the past 3 months. Several countries have grounded the Max 8 until it can be excluded from fault. I am booked on several flights in the US on this plane and concerned that it will kill me and the other passengers. The FAA should ground this plane until further notice.	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190311038	Comment/Suggestion related to the recent accident of a 737Max accident	<p>Hi,</p> <p>I am writing to request that the FAA ground the new Boeing 737 Max 8 planes until they are found to be safe. The similarities between the 2 recent crashes should cause there to be a pause in their use.</p> <p>I do hope that there will not be another crash before people who can make a difference take action.</p> <p>Thank you,</p> <p>(Ex. 6)</p>	Closed		Manufacturing & Design General			Mar 19, 2019	

S20190312001	Comment/Suggestion related to the recent accident of a 737Max accident	<p>To whom this concerns,</p> <p>Please confirm that Southwest is suspending all 737 Max 8 flights until the AutoPilot failures are identified, resolved, and tested. I hope that passenger safety is your highest priority. I am flying to Orlando (Conf #USZXYU) with my autistic daughter (Ex. 6) (Ex.6) on May 20, 2019 returning May 24, 2019.</p> <p>Sincerely,</p> <p>(Ex.6) (Ex.6)</p> <p>(Ex. 6) (cell)</p> <p>=====</p> <p>Airlines ground Boeing 737 MAX planes after Ethiopian air crash</p> <p>By (Ex. 6), (Ex. 6) and (Ex. 6), CNN</p> <p>Updated 4:50 AM EDT, Mon March 11, 2019</p> <p>(CNN)Airlines in multiple countries have suspended the use of Boeing's new 737 MAX 8 aircraft over concerns about its safety, after an Ethiopian Airlines flight of the same model crashed Sunday killing all 157 on board. (See attached for full report)</p>	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190312006	Comment/Suggestion related to the recent accident of a 737Max accident	<p>Please ground all Boeing 737 max 8's until your investigation is complete. My son will NOT be getting on his scheduled flight from Montreal to SFO on this model plane. How are these planes still in operation at this moment? Where is the urgent concern for the flying public? For shame.</p>	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190312009	Comment/Suggestion related to the recent accident of a 737Max accident	<p>Our deep concern (my wife's and mine) is that our son, a Southwest Airlines flight attendant, is at considerable risk now that a second Boeing 737 Max has fallen from the sky under circumstances quite like those last fall when the same thing happened to the same kind of plane in Indonesia.</p> <p>We know the American Airlines flight attendants' union has told those it represents (today, March 11) they do not have to work on 737 Max 8 planes if they are uncomfortable doing so. Given this, will the FAA order the same option be offered to all crew members flying on the 737 Max 8 (pilots and flight attendants), and more generally, what are all steps the FAA is now taking in reaction to yesterday's crash to ensure safety for the flying public?</p> <p>We have three lengthy flights booked the rest of this year. We wonder now if it's worth the risk of taking them.</p> <p>Thanks for your swift reply to our inquiry.</p>	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190312016	Comment/Suggestion related to the recent accident of a 737Max accident	<p>The air worthiness about 737 Max 8 directive by FAA is contradictory by its nature. Mandating design changes in April but letting the plane to operate are contradictory statements. If another accident to occur before the design change it will seriously harm the faith public holds on FAA. Please follow due diligence and stop the operations of Boeing 737 Max 8 until the reasons behind Ethiopian are found.</p>	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190312017	Comment/Suggestion related to the recent accident of a 737Max accident	<p>I am appalled to learn this morning via the Wall Street Journal that the FAA is not grounding the Boeing 737 MAX 8 planes in the U.S. after the model's second crash in five months. Weren't nearly 350+ people killed in those two accidents? Citing that there is not enough evidence to ground those planes is one of the most absurd things I have heard. I would ask that you please revisit this issue. (See front page of Wall Street Journal on March 12, 2019 which is where I derived my information.)</p> <p>Common sense tells us all that something is terribly wrong with the design of that plane. In the interest of all of us and in memory of those who lost their lives on both of those planes, please ground the Boeing 737 MAX 8 so that the public can travel with confidence in the days/weeks/months ahead. Thank you.</p>	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190312018	Comment/Suggestion related to the recent accident of a 737Max accident	<p>Ground the Boeing 737 Max aircraft immediately until the software fix is installed.</p> <p>The FAA is losing all credibility regarding its commitment to safety.</p>	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190312019	Comment/Suggestion related to the recent accident of a 737Max accident	<p>Please advise Airlines that are currently using the Boeing 737 Max 8 to suspend use as investigations into the recent crashes of these aircrafts have not been completed. Safety should always be your first concern.</p>	Closed		Manufacturing & Design General			Mar 19, 2019	

S20190312026	Comment/Suggestion related to the recent accident of a 737Max	Accidents with the new Boeing MAX. In the early 1970's the Boeing KC-135 military version of the Boeing 707 was having problems with the autopilot going out of control and causing the aircraft to pitch up violently. The autopilot was on the throttle quadrant. It was determined that pilots were putting their coffee on the throttle quadrant and the periodic sloshing and spills were allowing coffee to get down into the quadrant. The coffee would dry but the sugar in it would crystallize. The crystals were determined to be the cause of failure in the autopilot. I noticed on a News report that the autopilot on the new Boeing 737 MAX is also in the throttle quadrant. Since there aren't many of us old aircraft commanders left from those days, I thought this piece of safety history might be worth passing up the line. History does repeat itself, and pilots live on their coffee.	Closed			Manufacturing & Design General			Mar 19, 2019	
S20190312027	Comment/Suggestion related to the recent accident of a 737Max	Stop all flights on the Boeing 737 Max. How can you risk putting our lives in jeopardy?!	Closed			Manufacturing & Design General			Mar 19, 2019	
S20190312028	Comment/Suggestion related to the recent accident of a 737Max	I would like the FAA to ground the Boeing 737 Max 8 planes until further notice. This is a public safety issue and I am very concerned about flying on one of these planes. I frequently fly on SOUTHWEST and I will probably alter my travel plans if I AM SCHEDULED TO FLY ON ONE OF THESE PLANES. Please put public safety first and ground these planes.....not enough is known at the present time to declare that they are safe to fly	Closed			Manufacturing & Design General			Mar 19, 2019	
S20190312037	Comment/Suggestion related to the recent accident of a 737Max	I'm upset with the FAA's decision to not follow most of the rest of the world in grounding all Boeing 737 MAX jets until all investigations and safety checks are completed on all of this type of aircraft. I'm flying this week, and I called my airline to check which planes I would be on. Fortunately I am not on one of these potential death traps. I would have canceled my flight if I had been. Don't play around with people's safety. Do the right thing and ground these jets until there is no doubt that they are safe.	Closed			Manufacturing & Design General			Mar 21, 2019	
S20190313007	Comment/Suggestion related to the recent accident of a 737Max	I am extremely concerned about the FAA not grounding Boeing 737 Max 8 Jets. My daughter and I are scheduled to fly from PBI to Phoenix and return between 3/27-3/31/19. Two of our 4 flights are on a Max 8 Jet. (See confirmation #Confirmation # LMY5GE) I called Southwest Airlines Reservations today and was told since I bought non-refundable tickets, they will only give me a credit for the tickets. I checked about switching flights and the additional cost was prohibited (\$900 for one leg of the flight and \$140 for the other.) They suggested I call the Southwest Corporate Office and I spoke with a (Ex. 6). I explained the issue and that I don't want to go on that plane and I asked to be placed on other aircrafts and/or the add'l fee to be waived. Mr. (Ex. 6) advised that they are not offering that option at this time as the FAA says they are okay to fly. I expressed my concern that Southwest only has 31 Max 8's in their fleet and that they should be able to work around this issue to ensure customer safety. After all, should something happen, my family will be suing Southwest and the FAA will only be a secondary party. I would truly appreciate someone calling me with my options immediately, as my flight is in less than 2 weeks. Thank you. I am unclear why the United States and Canada are the ONLY TWO nations that have NOT grounded this aircraft. I want to know what protections I have if I am forced to take this flight and Southwest refuses to accommodate my request to switch aircrafts. This is a legitimate concern since two Max 8's have gone down within 5 months, killing all the passengers and crew members.	Closed			Manufacturing & Design General	Info Only-Reply to Htlm not required	SAFETY-HQ-AIR	Mar 13, 2019	
S20190313008	Comment/Suggestion related to the recent accident of a 737Max	Mars 10, 2019 Ethiopian Airlines, Boeing 737 Max, Flight 302 I think it is possible that the contamination of the Center Fuel Tank could cause this kind of trouble(scenario), for what we presently know of the event. I have few documentation on the operation of the ground/Air modes and fuel pump/tank of the Boeing 737 Max 8, but per example on a Boeing 777 if the center fuel tank was contaminated, I think after a certain fuel quantity decrease in the Main Fuel Tanks, the cockpit crew could manually energize the Center fuel tank to start to fill the Main Tanks	Closed			Manufacturing & Design General			Mar 21, 2019	
S20190313009	Comment/Suggestion related to the recent accident of a 737Max	I am concerned about the safety of the BOEING 737 MAX 8. I think it is urgent that you immediately ground all of these planes until you find out exactly what is causing the crashes. It is suspected it is a software problem involving the MCAS system that overrides pilots manual controls when they try to stop a nose dive precipitated by the MCAS. When a computer glitch is possibly causing hundreds of deaths, there is no justification for allowing this plane in the air. Pilots should not have to fly them and the public should not have to risk their lives being transported in potential death flights. One of my best friends died in the crash at the O'Hare airport in Chicago years ago. Those planes also had several crashes before her death, and more deaths following as the planes were allowed to keep flying. The problem was a modification in the schematics. The MAX 10 also has been modified. It must be grounded. Congress has asked that it be grounded. There will be Congressional hearings on it. Using the precautionary principle, you should ground the plane and also not allow them to fly over US airspace.	Closed			Manufacturing & Design General			Mar 21, 2019	
S20190313010	Comment/Suggestion related to the recent accident of a 737Max	I am concerned about the safety of the BOEING 737 MAX 8. I think it is urgent that you immediately ground all of these planes until you find out exactly what is causing the crashes. It is suspected it is a software problem involving the MCAS system that overrides pilots manual controls when they try to stop a nose dive precipitated by the MCAS. When a computer glitch is possibly causing hundreds of deaths, there is no justification for allowing this plane in the air. Pilots should not have to fly them and the public should not have to risk their lives being transported in potential death flights. One of my best friends died in the crash at the O'Hare airport in Chicago years ago. Those planes also had several crashes before her death, and more deaths following as the planes were allowed to keep flying. The problem was a modification in the schematics. The MAX 10 also has been modified. It must be grounded. Congress has asked that it be grounded. There will be Congressional hearings on it. Using the precautionary principle, you should ground the plane and also not allow them to fly over US airspace.	Closed			Manufacturing & Design General	Info Only-Reply to Htlm not required	SAFETY-HQ-AIR	Mar 13, 2019	
S20190313012	Comment/Suggestion related to the recent accident of a 737Max	FAA: As a frequent flyer and one who travels aboard Boeing 737 planes, I strongly urge the FAA to ground all Boeing 737 MAX 8 plans in the United States until Boeing can determine what has caused the 2 tragic crashes of this particular aircraft. I believe the FAA owes this to the American traveling public. Please protect the traveling public. Thank you,	Closed			Manufacturing & Design General			Mar 21, 2019	

S20190313016	Comment/Suggestion related to the recent accident of a 737Max	The FAA should either ground the Boeing 737 MAX 8 jets or provide more competent information about why not. There seems to be sufficient information in the public domain to understand that there is possibly a link between the two flight tragedies involving this same airplane model within the last six months. The message that there is no evidence of a link is puzzling and unpersuasive. So, I suggest you either more clearly communicate your position or get on with the business of safety by grounding these planes. I do not understand why the FAA is not erring on the side of caution here. I'm sure the powers that be can get it resolved fairly quickly in the end. But to not ground these planes in the interim seems to be taking unnecessary risks.	Closed		Manufacturing & Design General	Info Only-Reply to Htltn not required	SAFETY-HQ-AIR	Mar 13, 2019	
S20190313017	Comment/Suggestion related to the recent accident of a 737Max	Dear, The Boeing 737 Max issues and solutions. I was an avionics engineer for last 30 years my specialty were Autopilot and flight director(mission computer) and other cockpit systems, the software fix the Boeing working on and adding additional sensors isn't going to work is waste of time and causing more causalities, the issue is the noise (at AC bus) that causing the Autopilot the airplane to takes nose dives, the Autopilot and flight director are coupled (the dam flight director)you may disengage/engage but the fix ain't going to work, I did extensive research and wrote so many DRs and TRs about the Autopilot while I was working with airforce (C130amp) I'm the only engineer that crossed north pole (8-15-2009 to 8-26-2009) you can see my picture at desert eagle), I can help Boeing with fix (at no charge) with their secret anomaly. after 2010, you cannot find any engineers that know about hardware/software and testing, Boeing has good testing facilities in Seattle that can resolve the issue but you have to know what are you looking for. Thanks, (Ex. 6)	Closed		Manufacturing & Design General	Info Only-Reply to Htltn not required	SAFETY-HQ-AIR	Mar 21, 2019	
S20190313018	Comment/Suggestion related to the recent accident of a 737Max	I am writing to you to express my concern about the airworthiness of the Boeing 737 Max 8 aircraft and, since the exact reason for the recent failure of these planes has yet to be determined, that you ground these planes until the investigations into these crashes have been concluded.	Closed		Manufacturing & Design General			Mar 21, 2019	
S20190313020	Comment/Suggestion related to the recent accident of a 737Max	Hello Sir/Madam I saw a report that FAA refuses to ground the 737 MAX 8 after the recent incidents. This is very surprising from a country like USA which cares deeply about its citizens. I STRONGLY URGE YOU TO GROUND the BOEING 737 MAX 8. Best REGARDS	Closed		Manufacturing & Design General		SAFETY-HQ-AIR	Mar 20, 2019	
S20190313023	Comment/Suggestion related to the recent accident of a 737Max	I request the FAA ground all Boeing 737 Max 8 jets until Boeing can demonstrate to a high standard it has resolved the issues with the jets. I don't want to fly on the jets given their safety record. A new software update within a couple of days of a tragic accident provides little confidence. The feeling is the FAA is defending Boeing rather than protecting the public, when its priorities should be the other way around. Thank you.	Closed		Manufacturing & Design General		SAFETY-HQ-AIR	Mar 20, 2019	
S20190313028	Comment/Suggestion related to the recent accident of a 737Max	Please ground the Boeing 737 Max, until corrections have been made for everyone's safety. Thank you.	Closed		Manufacturing & Design General		SAFETY-HQ-AIR	Mar 20, 2019	
S20190313029	Comment/Suggestion related to the recent accident of a 737Max	It is clearly time for you to ground all the Boeing 737 Max 8 aircraft UNTIL you can prove they are safe, not the perverse other way around that you are presently following.	Closed		Manufacturing & Design General		SAFETY-HQ-AIR	Mar 20, 2019	
S20190313031	Comment/Suggestion related to the recent accident of a 737Max	I am very concerned about the safety of the Boeing 737 Max 8 jets that have been involved in the recent crashes overseas. I do not feel comfortable flying in one of these planes and will change or cancel my business travel plans as required to avoid flying in one. I am further alarmed that while the rest of the world has grounded these planes, the US has not, for what I can assume are political and monetary reasons. Are politics and money more important than the safety of American travelers?? Please ground these planes until the root cause of the Boeing Max planes has been identified and addressed in all impacted aircraft.	Closed		Manufacturing & Design General		SAFETY-HQ-AIR	Mar 20, 2019	
S20190313035	Comment/Suggestion related to the recent accident of a 737Max	Please stop compromising the safety of the American flying public (and actually the entire public because people may well die on the ground when a plane crashes) by allowing the Boeing 737 Max 8 to continue flying in US airspace. Your refusal to do so seriously compromises the public's faith in your ability to ensure the safety of the airline industry. Shame on you, FAA.	Closed		Manufacturing & Design General	Info Only-Reply to Htltn not required	SAFETY-HQ-AIR	Mar 20, 2019	
S20190313037	Comment/Suggestion related to the recent accident of a 737Max	I am contacting the FAA to urge you to ground the Boeing 737MAX8. As a citizen, mother, and grandmother, I am very concerned about the safety of my family on these planes. I urge you to ground these planes until ALL have been updated with the new software. Your current position in the face of more than 14 other countries grounding these planes is unnerving and sends a message that money is more important than the safety of citizens of this country. That is appalling!	Closed		Manufacturing & Design General	Info Only-Reply to Htltn not required	SAFETY-HQ-AIR	3/20/19	
S20190313038	Comment/Suggestion related to the recent accident of a 737Max	As a frequent flyer, I feel there is sufficient doubt about the safety of the Boeing 737 Max, that the fleet should be grounded until all safety concerns are addressed. I encourage the FAA to force these planes to be grounded for public safety.	Closed		Manufacturing & Design General			Mar 21, 2019	

S20190313045	Comment/Suggestion related to the recent accident of a 737Max accident	I am terrified to fly and very unhappy with the FAA's decision to continue to fly the Boeing 737 Max 8. Based on the recent accidents of Lion Air and Ethiopian Air, as a frequent flying member of the general public, I expect the FAA to exercise extreme caution until we have facts, not the other way around. I request that the FAA grounds this plane until we have data that suggests otherwise.	Closed		Manufacturing & Design General			Mar 21, 2019	
S20190313047	Comment/Suggestion related to the recent accident of a 737Max accident	Please ground Boeing 737 Max-8 aircraft. Please join the vast majority of airlines and government regulators who have grounded these craft. I am scheduled to fly on one of these planes next month. Two crashes with multiple fatalities in six months, plus additional pilot reports of similar incidents, suggest a safety issue with Boeing 737 Max-8 aircraft. I am worried about the safety of this aircraft. When the FAA stands alone by permitting continued operation, its credibility is eroded. American citizens deserve protection by our regulators. Please do not put additional airline passenger lives at risk.	Closed		Manufacturing & Design General	Info Only-Reply to Htltnot required	SAFETY-HQ-AIR	Mar 20, 2019	
S20190313050	Comment/Suggestion related to the recent accident of a 737Max accident	Sir/madam, In regard to the Ethiopian Airlines flight ET 302 crash yesterday , it is imperative that NTSB GROUNDS all Boeing 737 MAX 8 jets IMMEDIATELY, until a full investigation by NTSB and follow-on corrective actions are taken by Boeing. It is criminal to put hundreds of lives at risk because of an engineered instability in the aircraft, caused by Boeing's desire to improve fuel efficiency. By moving the engines forward I understand this aircraft has a tendency to turn its nose upward, and to counteract it the MCAS system automatically controls the stabilizers. And if either the air-speed indicator or the AOA sensors malfunction, then bad-luck. The pilots can't disengage the automatic control without a series of maneuvers for which there is no time when the aircraft is in danger. Before the Lion Air crash the pilots were not even alerted to the MCAS behaviour; they were deliberately kept in the dark. Boeing is being sued for the LION Air crash. But what of the NTSB's role? Please immediately ground all Boeing 737 MAX 8. And come out with a full report after investigating, putting the onus on Boeing to modify and correct before the aircraft before it gets a licence to fly again. Sincerely (Ex.6) Mar 11, 2019	Closed		Manufacturing & Design General			Mar 21, 2019	
S20190313053	Comment/Suggestion related to the recent accident of a 737Max accident	Second of two crashes of the Boeing 737 Max aircraft. The United States is approaching the ONLY nation worldwide that has not grounded these airplanes As a physician trained in public health I implore the FAA to please ground these airplanes immediately, as almost every other government worldwide has done.	Closed		Manufacturing & Design General			Mar 18, 2019	
S20190313059	Comment/Suggestion related to the recent accident of a 737Max accident	It is unconscionable that the FAA continues to allow the Boeing 737 Max 8 to fly until the critically serious safety concerns have been resolved. Once again, all nations with a sense of ethical responsibility toward it citizens, including the entire European Union, have grounded the planes until resolution and repair have been effected. Where is the U.S. in this? Putting commerce before the safety of the public? It is nothing short of shameful! If you have any sense of compassion or decency, I call on you to ground the Max 8 fleet now.	Closed		Manufacturing & Design General	Info Only-Reply to Htltnot required	SAFETY-HQ-AIR	Mar 20, 2019	
S20190313061	Comment/Suggestion related to the recent accident of a 737Max accident	Why is the U.S. the only country that isn't banning the Boeing 737 Max? FAA, please do your job and serve the public.	Closed		Manufacturing & Design General			Mar 21, 2019	
S20190313062	Comment/Suggestion related to the recent accident of a 737Max accident	I am writing to register my extreme dissatisfaction with the FAA's decision to allow continued operation of the Boeing 737 MAX series. Given a service life of only a few months for this iteration of the Boeing 737 and resultant 350+ passenger deaths, this decision reflects extremely poor judgement and complete abnegation of your agency's responsibility. Will it take more loss of life for your agency to do what should have already been done? Please do the right thing and honor your mandate to keep public air travel a safe endeavor for our citizenry.	Closed		Manufacturing & Design General	Info Only-Reply to Htltnot required	SAFETY-HQ-AIR	Mar 20, 2019	
S20190313066	Comment/Suggestion related to the recent accident of a 737Max accident	Recent Newscasts have explained that no cause has yet been determined for crashes of the Boeing 737 Max 8 Jets. I have some Theories why no cause has yet been determined; which include a possible solution to prevent future crashes. Sideways Wind Gusts likely hit the Vertical Protrusions at the Wingtips of Boeing 737 Max 8 Jets; causing uncontrollable in-flight instability. Also Sideways Wind Gusts might cause in-flight vibration of the Jet Wings; improperly effecting aerodynamics. Since Birds don't have Vertical Protrusions at the tips of their Wings it might be a flaw for Airplanes and Jets to have them. Being invisible, Sideways Wind Gusts effecting Jet stability would be an explanation why no causes of the crashes have been determined from looking at the Jet Black Boxes nor evidence of the crashes. Being unpredictable, Sideways Wind Gusts effecting Jet stability would be an explanation why most flights of the Boeing 7373 Max 8 Jets are completed successfully while some flights end in crashes.	Closed		Manufacturing & Design General	Info Only-Reply to Htltnot required	SAFETY-HQ-AIR	Mar 20, 2019	

S20190313068	Comment/Suggestion related to the recent accident of a 737Max	Suspend the flight operations of all Boeing 737 Max 8's. You know why.	Closed		Manufacturing & Design General	Info Only-Reply to Htltn not required	SAFETY-HQ-AIR	Mar 20, 2019	
S20190314002	Comment/Suggestion related to the recent accident of a 737Max	<p>Understanding the urgency with which investigators are examining recent incidents regarding the Boeing 737 Max 8 aircraft, I wanted to convey some information regarding an issue that was discovered on military aircraft several years ago that resulted in similar issue to what has been described regarding very recent Boeing 737 incidents (abrupt dive, which may be associated with autopilot system engaged).</p> <p>The F/A-18 community experienced an issue in the early 1990's, including an incident in which an aircraft (with autopilot engaged) encountered rapid, un-commanded, steep nose-down pitch. Pilot was able to successfully recover the aircraft from the dive after substantial altitude loss. Investigation revealed failed pitot heat mechanism, allowing pitot tube to freeze, sending erroneous information to the air data computer. Autopilot thought it was making correction to selected baro-altitude, but was correcting based on erroneous pitot data, resulting in abrupt flight control movement and steep dive. Corrective action was procedural change, requiring pitot heat system to be manually turned on and checked on the ground (plane captain touched pitot tube to confirm that it was warm) prior to takeoff, to verify that system was functioning properly. After implementation of that pre-takeoff checklist item, I don't recall hearing of another related incident during the course of my career.</p> <p>I am in no way insinuating that this may be a causal factor in recent incidents, but wanted to provide the information in the event that it might be helpful to rule something in or out, since the circumstances (at least what I've been able to read about) seemed very similar to the incident that I am familiar with from my military career.</p>	Closed	Handled Internally	Manufacturing & Design General	Info Only-Reply to Htltn not required	Hotline Analyst	Mar 18, 2019	
S20190314003	Comment/Suggestion related to the recent accident of a 737Max	<p>Re Boeing 737 Max 8:</p> <p>Boeing is said to be working on a software change -- which they hesitate to call a "fix" because that word implies the existing system is defective.</p> <p>Will the modified aircraft have to be re-certified? The FAA let MCAS on board only because Boeing told them it was a minor issue, don't be concerned.</p> <p>Well, now we are concerned. Full re-certification, verified pilot retraining -- or that craft stays grounded.</p>	Closed	Handled Internally	Manufacturing & Design General	Info Only-Reply to Htltn not required	Hotline Analyst	Mar 18, 2019	
S20190314004	Comment/Suggestion related to the recent accident of a 737Max	<p>On the morning of 2/22/19, I flew to KC from RSW on Southwest Air. I don't have access any longer to the flight number, but it left RSW at approx. 8:00 and landed at MCI at approx. 10:00am.</p> <p>Because of the news of the Boeing 737 Max 8, I thought it may be important for someone to know what happened shortly after takeoff.</p> <p>We had just gotten in the air, maybe a matter of 2-3 minutes, when it sounded like the engines stopped. Instead of ascending, it felt like we leveled out. This lasted for about 5 seconds, maybe a little longer longer. Then the engine noise started again and we proceeded to ascend.</p> <p>The couple sitting to my left also noticed, as the gentleman even said it sounded like the engine quit.</p> <p>I don't know if this is relevant to the current 737 circumstances, but I felt someone should know that it did happen.</p> <p>Please feel free to contact me if you have any questions for me. My mother is supposed to be flying the same flight on 3/24, which obviously has me a bit concerned.</p> <p>(Ex. 6) (Ex. 6).</p>	Closed	Info Only	Manufacturing & Design General	Info Only-Reply to Htltn not required	SAFETY-HQ-AVS	Mar 18, 2019	
S20190314008	Comment/Suggestion related to the recent accident of a 737Max	After filling both incidents with the Boeing 737 Max aircraft, I believe the autopilot sensor system is overly sensitive to inputs from faulty sensors. It is obvious that it's design had few safety crosschecks. Hope this helps	Closed	Handled Internally	Manufacturing & Design General	Reply Directly to Reporter	Hotline Analyst	Mar 18, 2019	
S20190314010	Comment/Suggestion related to the recent accident of a 737Max	<p>Understanding the urgency with which investigators are examining recent incidents regarding the Boeing 737 Max 8 aircraft, I wanted to convey some information regarding an issue that was discovered on military aircraft several years ago that resulted in similar issue to what has been described regarding very recent Boeing 737 incidents (abrupt dive, which may be associated with autopilot system engaged).</p> <p>The F/A-18 community experienced an issue in the early 1990's, including an incident in which an aircraft (with autopilot engaged) encountered rapid, un-commanded, steep nose-down pitch. Pilot was able to successfully recover the aircraft from the dive after substantial altitude loss. Investigation revealed failed pitot heat mechanism, allowing pitot tube to freeze, sending erroneous information to the air data computer. Autopilot thought it was making correction to selected baro-altitude, but was correcting based on erroneous pitot data, resulting in abrupt flight control movement and steep dive. Corrective action was procedural change, requiring pitot heat system to be manually turned on and checked on the ground (plane captain touched pitot tube to confirm that it was warm) prior to takeoff, to verify that system was functioning properly. After implementation of that pre-takeoff checklist item, I don't recall hearing of another related incident during the course of my career.</p> <p>I am in no way insinuating that this may be a causal factor in recent incidents, but wanted to provide the information in the event that it might be helpful to rule something in or out, since the circumstances (at least what I've been able to read about) seemed very similar to the incident that I am familiar with from my military career.</p>	Closed	Info Only	Manufacturing & Design General	Reply Directly to Reporter	High Priority	Mar 18, 2019	

S20190315004	Ex7a	Ex7a		Under Investigation		Air Carrier/Taxi	Action	SAFETY-AFS-QC & Investigations (AFB-470)(All non-SUP Safety)		
S20190315010	Ex7a	Ex7a		Under Investigation		Air Carrier/Taxi	Action	SAFETY-AFS-QC & Investigations (AFB-470)(All non-SUP Safety)		
S20190315016	Comment/Suggestion related to the recent accident of a 737Max accident	<p>I would like to report several safety concerns. I am a VFR pilot and own two GA aircraft. I personally take safety very seriously and will do whatever it takes to protect human life.</p> <p>In addition to the two recent accidents of the Boeing 737 Max 8 aircraft, there were several accidents in the past where a fault in the air speed indication has caused either the autopilot, the plane's computer systems or the pilot to make a fatal decision. Whether it is a plugged pitot tube, faulty sensor or bad computer program, they can all cause immediate pilot confusion and high likelihood of a crash.</p> <p>I WOULD STRONGLY RECOMMEND THAT THE FAA CONSIDERS ALL AIRCRAFT THAT HAS ANY INDICATION OF A FAULTY SYSTEM OR SENSOR AS NOT AIRWORTHY - BY DEFAULT. In other words, FAA should adopt a safe by default stance where aircraft must be grounded at the slightest indication of a systematic failure. Only in the presence of preponderance of data indicating that the aircraft is safe to fly, it should be airworthy.</p> <p>Thank You</p>		Closed	Handled Internally	Manufacturing & Design General	Reply Directly to Reporter	Hotline Analyst	Mar 18, 2019	
S20190315022	Comment/Suggestion related to the recent accident of a 737Max accident	<p>I am a retired Army Intelligence officer. The loss of two BOEING 737 Max aircraft is obviously a great tragedy. I am certain every aspect of these disasters is being thoroughly explored at numerous levels. Let me just toss another possibility your way:</p> <p>Could these events (same aircraft/same US company) actually be terrorism 'masked' as mechanical or pilot error issues.</p> <p>Regards, (Ex. 6)</p> <p>(Ex. 6)</p>		Closed		Manufacturing & Design General			Mar 21, 2019	
S20190318006	Comment/Suggestion related to the recent accident of a 737Max accident	<p>Over 25 years ago I started doing tornado research and found that tornadoes get their energy from the overhead jet stream.</p> <p>With the accident of Air Asia Flight 8501 I started researching plane accidents to see if they had been caused by them flying into a tornado. My research showed that yes, planes had flown into a tornado as Air France 447 did in 2009. Starting with those two accidents I found many more accidents that were caused by them flying into a tornado but some accidents could not be explained because there was no tornado around. The signature of a plane that flies into a vortex in the northern hemisphere is that the plane turns to the left, gains and loses altitude and crashes.</p> <p>With the accident Saratov Flight 6W703 on February 11, 2018 that crashed just after departing from Moscow, Russia I found out what was happening. What I found was that vortexes are not only created by nature but by our own industrial plants.</p> <p>(See attached for full report)</p>		Closed		Manufacturing & Design General			Mar 21, 2019	
S20190318017	Comment/Suggestion related to the recent accident of a 737Max accident	<p>I am Founder & Chief Technology Officer of Conductor Analysis Technologies, Inc. I have advanced degrees in electrical engineering and I am a former member fo the technical staff at Sandia National Labs. I have have been involved in the design, manufacture and reliability of printed circuit boards for over 30 years.</p> <p>There is currently a serious industry wide reliability issue in the manufacturer of printed circuit boards. The following is an excerpt from a press release which was written by my staff and I; and released by our industry association on March 6, 2019.</p> <p>&ldquo;There have been many examples of post fabrication microvia failures over the last several years. Typically, these failures occur during reflow, however they are often undetectable (latent) at room temperature. The further along the assembly process that the failures manifest themselves the more expensive they become. If they remain undetected until after the product is placed into service, they become a much greater cost risk, and more importantly, may pose a safety risk.&rdquo;</p> <p>The full press release can be read at www.ipc.org/ContentPage.aspx?pageid=IPC-Issues-Electronics-Industry-Warning-on-Printed-Board-Microvia-Reliability-for-High-Performance-Products.</p> <p>In summary this manufacturing issue is most often undetectable by traditional production lot acceptance testing. As a result these defects can cause system signal integrity issues resulting in faulty or lost data and could appear as a software problem.</p> <p>Please consider this information in your investigations of the recent Boeing 737 Max 8 accidents. You may contact me for further information.</p>		Closed	Handled Internally	Manufacturing & Design General	Reply Directly to Reporter	Hotline Analyst	Mar 18, 2019	
S20190318034	Ex7a	Ex7a		Under Investigation		Air Carrier/Taxi	Action	SAFETY-AFS-QC & Investigations (AFB-470)(All non-SUP Safety)		

S20190319008	Comment/Suggestion related to the recent accident of a 737Max accident	<p>FOR THE RECORD: Complaint is lack of action to halt or limit Boeing 737 Max 8 aircraft from flying as a commercial passenger airliner after the crash in Oct 2018. Just Causes:</p> <ul style="list-style-type: none"> - Software update had been announced as being needed -- affected aircraft was not grounded immediately nor until new software was certified - Lack of adequate training and familiarization of new features, equipment and protocols to the pilots of the new 737 Max8 aircraft - Lack of sufficient testing and quality control of new major enhancements, namely software update to the aircraft <p>This complaint is in regard to the two Boeing 737 Max 8 airplane crashes from Oct 2018 to Mar 2019. The two crashes appear to have prominent similarities but even so, the first cause of concern stems from the initial unexpected nose-dive and crash of aircraft #1 without pilot intervention and/or control. (why is that?)</p> <p>Request: investigate and report findings in the public domain.</p>	Closed		Manufacturing & Design General			Mar 19, 2019	
S20190321006	Ex7a	Ex7a	Under Investigation		Air Carrier/Taxi	Action	SAFETY-AFS-QC & Investigations (AFB-470)(All non-SUP Safety)		
S20190325008	Comment/Suggestion related to the recent accident of a 737Max accident	<p>Boeing 737 Max potential concern: with my possible experience.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I have a TSA Pre Check Known Traveler Number of(Ex. 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.</p> <p>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.</p> <p>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? (See attached for full report)</p>	Closed		Manufacturing & Design General			Mar 27, 2019	
S20190325013	Comment Southwest 737-800/MAX 8 Safety Card Issue	I was on Boeing 737 Max8 flight from Houston to FLL on 3/22/2019. I believed this type of air plane was grounded by FAA. Am I wrong?	Closed		Manufacturing & Design General	Info Only-Reply to Htltn not required	SAFETY-HQ-AIR	Mar 27, 2019	

S20190328002	Suggestions for 737 MAX 8	<p>The flow over the Angle Of Attack sensors on the Boeing 737 Max is not representative of the free stream flow direction. They are located in a region where the flow angle is much greater than the true angle of attack.</p> <p>I will submit photos which show flow lines at greater angle than the angle of the body. Every relevant flow photo I've found shows this error.</p> <p>Furthermore, the flow pattern has hysteresis, so when the aircraft returns to level flight after flying nose up, the flow may not immediately return to parallel and the sensors would indicate that the nose was still up, causing the autopilot to continue to push the nose down.</p> <p>This cannot be fixed by software alone. The sensors must be re-located. The improvements announced by Boeing on March 27 2019 do not address this defect.</p> <p>(Ex. 6) AeroPress, Inc</p> <p>(Ex. 6) cell</p> <p>(Ex.6)</p> <p>(Ex.6) has 40 patents in diverse fields including aerodynamics, hydrodynamics and mechanics. He is a former engineering lecturer at Stanford University.</p> <p>See: (Ex. 6)</p>	Closed		Manufacturing & Design General	Info Only-Reply to Htltnot required	SAFETY-HQ-AIR	Apr 1, 2019
S20190328013	Comments on 737 MAX 8	<p>I am writing today to complain about the fact that the Boeing 737 max 8 planes are still transporting people and flying overhead. I am concerned about people flying on the Boeing 737 max 8 planes and for one think they should be grounded and ban from American airspace until the result of why the Indonesia crash. I trust that the faa doesn't want American citizens, or people of any kind to feel uncomfortable or more than that, fear every time a planes goes by or they go to get on a plane to fly thousands of feet in the air. I would please like a reply back to this e mail, thank you for your time.</p>	Closed		Manufacturing & Design General	Info Only-Reply to Htltnot required	SAFETY-HQ-AFS	Apr 1, 2019
S20190328014	Comments on 737 MAX 8	<p>Hi</p> <p>The below email came into the AVP Stakeholder Feedback mailbox. I am forwarding for your information and action.</p> <p>From: do-not-reply@faa.gov <do-not-reply@faa.gov></p> <p>Sent: Tuesday, March 12, 2019 10:46 AM</p> <p>To: 9-AWA-AVS-AVP-Feedback (FAA)</p> <p>Subject: Accident Investigation and Prevention (AVP)</p> <p>Message: I am shocked that the FAA has not grounded the fleet of Boeing 737 Max aircraft. With a new production aircraft and 2 fatal crashes in 5 months, how can we continue to fly until the aircraft is deemed safe? I am sure it is a difficult problem to find - probably not a single failure. There may a failed sensor in combination with a software error. There is already a history of failed sensors on the aircraft. Other countries have made the decision to be safe - why haven't we? Do we have to have a 3rd incident before we act? Company name: Boeing contractor Name: Boeing contractor Phone: (Ex. 6) Email: (Ex. 6)</p> <p>Form URL: https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/avp/ User Agent: Mozilla/5.0 (iPad; CPU OS 12_1_4 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/12.0 Mobile/15E148 Safari/604.1</p>	Closed	Referred	Manufacturing & Design General	Info Only-Reply to Htltnot required	Hotline Analyst	Apr 1, 2019
S20190313001	Comment/Suggestion related to the recent accident of a 737Max accident	<p>dear sirs,</p> <p>i think it is astonishing that, unlike most of the rest of the world, the FAA has not grounded the boeing 737 max pending further investigation of the two recent crashes which, of course, caused mass fatalities. this places the american public, and others flying in american airspace, at grave risk. the prudent course of action, in my opinion, is to ground the planes until the cause of the two recent crashes can be determined and appropriate action taken to mitigate the cause.</p>	Closed		Manufacturing & Design General			Mar 21, 2019

S20190402009	Comment 737 MAX 8	<p>(Ex. 6),</p> <p>(Ex. 6)</p> <p>(Ex. 6)</p> <p>31 March 2019</p> <p>Dear Sir,</p> <p>The aerodynamic design of Boeing 737 MAX 8 is inherently flawed. This type of aircraft should not be certified by FAA anymore and manufacturing of Boeing 737 MAX 8 should be discontinued. Such action would be analogous to not certifying a high rise building with flawed foundation design, no matter what external support structure is offered free as a 'solution' by the Builder.</p> <p>In aerodynamics performance, Boeing 737 MAX 8 has stalling tendencies due to the placement of newer engine in the older 737 body. The two (body & engine) are mismatch aerodynamically. The vector calculus aerodynamics mathematical calculations become different from older 737s due to the new engine placement.</p> <p>BOEING'S UNETHICAL SOLUTION:</p> <p>Realizing this aerodynamic problem with MAX 8, Boeing rather than going back to the drawing board to do proper aerodynamic and mechanical engineering all over again to determine the proper geometry required in the aircraft and to build the plane accordingly to the proper geometry, came up with another flawed idea of providing 'Software solution' and gave it a 'sexy' fancy mind games name MCAS to 'mask out' and 'Band-Aid' the problem. This turned out to be deadly twice within 6 months with the Indonesian and Ethiopian MAX 8 plane crashes. As an ethical engineering principle, software should NEVER be used for compensating design flaws. MCAS was bad an Engineering decision right from the start. Safe passenger aircraft designs do NOT require MCAS type system. (MCAS is a military used in fighter aircrafts). MCAS on passenger planes should NOT be used and should not be certified by FAA.</p> <p>(See attached for full report)</p>	Closed	Handled Internally	Manufacturing & Design General	Reply Directly to Reporter	Hotline Analyst	Apr 2, 2019	
S20190404008	Southwest 737 MAX 8	<p>On April 1, 2019 I flew Southwest flight 2353, service from Austin, Texas to San Francisco, California.</p> <p>The plane flown was a Boeing 737 Max 8. This seems to be a violation of FAA's order grounding all such planes until further notice.</p>	Closed	Handled Internally	Air Carrier/Taxi	Reply Directly to Reporter	Hotline Analyst	Apr 4, 2019	
S20190404014	737 MAX 8	<p>Thank you for the reply email. let us keep in touch.</p> <p>Regards,</p> <p>(Ex. 6) ,PH.D, LHD, DBA</p> <p>-Under Secretary General of Intelligence & Civic Affairs,United Nations Organization (UNO)</p> <p>-Deputy Secretary General and EVP, International Board of Directors, ICDRHRP UN-IGO</p> <p>-EVP and Deputy Supreme Judge, International Special Court of Arbitration & Human Rights IGC</p> <p>-Director General and General - International Peace Missions, Federal Police Ch. International United States of America.</p> <p>-CoChairman of the Executive Committee, Global 2000(2010) International (NGO with Consultative Status)</p> <p>-Honorary Chairman, International Economic Development Research Institute (NGO)</p> <p>-US Presidential Coalition 2019 Trump Founder Member</p> <p>-President and CEO, Chinese American Int&#39;l P.S.G. Corp</p> <p>Cell: (Ex. 6)</p> <p>(See attached for full report)</p>	New		Manufacturing & Design General				
S20190405007	Former Boeing employee 737 MAX info re MCAS system.	<p>I am a former AMTI with Boeing 737 Max program. I have information regarding the MCAS system failures.</p>	New		Manufacturing & Design General				

S20190406009	Comment related to the Boeing 737 MAX 8 aircraft accident	<p>I AM NOT ATTEMPTING TO MAKE A REPORT.</p> <p>Regarding the Boeing 737 Max issue:</p> <p>I have just read a newspaper account that indicates that one of the MCAS sensors on the Ethiopian aircraft gave a reading of 15.3 degrees and another gave a reading of 74.5 degrees. It strikes me that those two reading add up 89.8 which is very close to 90 degrees.</p> <p>I am wondering if one of the sensors was installed sideways or upside down or was perhaps wired backward so the reading was essentially backward in reverse $90 - 74.5 = 15.5$, while $90 - 15.3 = 74.7$. The 0.2 degree difference could be an acceptable margin of error.</p> <p>I'm sure that many very knowledgeable experts are racking their brains to fit together all the bits and pieces of information that are available. But sometimes something simple isn't obvious in such a complex problem.</p> <p>Thanks for your time.</p>	New		Manufacturing & Design General				
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