



Reporter: (b) (6)(b) (6) **Open Date:** 03/18/2019
Case Status: Closed **Assigned Date:**
Disposition: **Due Date:**
Closed Date: 03/21/2019 **Appeal Date:**
Summary: Comment/Suggestion related to the recent accident of a 737Max accident

Hotline Contact Info

Lead Analyst: Owen Bruce
Analyst Email: owen.bruce@faa.gov
Analyst Phone #: 202-267-4068

Case Assignment

Assigned Group:
Assignment Type:

Reporter Contact Info

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

Subject Party Details

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

Event Info

Event Date: Mar 9, 2019
Event Time: 08:40
Event Location: Bishiftu, Ethiopia
City, State: Addis Ababa, Ethiopia
Airline Name: Ethiopian Airlines
Flight #: ET302
Departure Location: Addis Ababa, Ethiopia
Arrival Location:
Aircraft Registration:

Assignments:

Case Description: Over 25 years ago I started doing tornado research and found that tornadoes get their energy from the overhead jet stream.

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.

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.

The new Boeing 737 Max 8 and Boeing 767 have the new Angle Of Attack (AOA) sensors. While the idea of sensing the air you're flying into would seem logical and while Boeing, the NTSB and the FAA, designed this, they made a major mistake, putting AOA sensors on both sides of the fuselage but did not coordinate their inputs to the flight control system. So that when one of these planes flies into a vortex, air coming from one side and at an angle, this confuses the system to where it thinks the plane needs to descend.

This caused both Lion Air incidents, including the crash of Lion Air Flight 610 Oct 29, 2019.

The next plane to crash, that had the same AOA sensors, was that of Atlas Air Flight 3591 on February 23, 2019. And the

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latest plane to crash was Ethiopian Flight ET 302 on March 9, 2019 which flew into a vortex caused by the eruption of the of Mount Nyiragongo Volcano in the Congo.

Let's talk, (b) (6)(b) (6)

Related Items

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

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Journal Entries

Journal Class	Create Date	Submitter	Category	Summary
Note	03/15/2019 09:16 PM		General Information	Hotline Form Submission - FHIS-0013526

Details

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

Information Related To Your Report

*Event Date: 3/9/2019
Event Time: 08:40
Event Location: Bishiftu, Ethiopia
Event City: Addis Ababa, Ethiopia
Event State:
Aircraft Registration N-
Airline: Ethiopian Airlines
Flight Number: ET302
Departure Location: Addis Ababa, Ethiopia
Arrival Location:*

Responsible Party

*First Name: NA
Last Name:
Email:
Company/Organization: NA
Street Address:
Street Address 2:
City:
State:
Zip:
Country: US
Phone:
Web Address:*

Description: Over 25 years ago I started doing tornado research and found that tornadoes get their energy from the overhead jet stream.

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Let's talk, (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

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Journal Class	Create Date	Submitter	Category	Summary
	<i>First Name:</i> (b) (6) <i>Last Name:</i> (b) (6) <i>Company:</i> Professional Engineer <i>Street Address:</i> (b) (6)(b) (6) <i>City:</i> (b) (6) <i>State:</i> (b) (6) <i>Zip:</i> (b) (6) <i>Contact Phone:</i> (b) (6)(b) (6) <i>Email Address:</i> (b) (6)(b) (6) <i>International Number:</i>			

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