S20190402009

Reporter:	Unknown Person	**Open Date:**	04/02/2019
Case Status:	Closed	**Assigned Date:**	04/02/2019
Disposition:	Handled Internally	**Due Date:**	
Closed Date:	04/02/2019	**Appeal Date:**	

Summary: Comment 737 MAX 8

Hotline Contact Info

Lead Analyst:	Kenyetta Spencer
Analyst Email:	kenyetta.spencer@faa.gov
Analyst Phone #:	202-267-3758

Case Assignment

Assigned Group:	Hotline Analyst
Assignment Type:	Reply Directly to Reporter

Reporter Contact Info

Privacy Level:	Non-Confidential
Reporter is a:	General Public
Name:	(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)(b) (6)
Int. Phone #:	(b) (6)(b) (6)

Subject Party Details

Name:	Danial Elwell
Company / Org:	FAA
Address:	
Phone #:	(b) (6)
City, State, Zip:	Washington DC

Event Info

Event Date:	Mar 10, 2019
Event Time:	
Event Location	
City, State:	DC
Airline Name:	Ethiopian
Flight #:	
Departure Location:	
Arrival Location:	
Aircraft Registration:	

Assignments:

Case Description:

(b) (6)(b) (6)(b) (6),
(b) (6)(b) (6)(b) (6)
(b) (6)(b) (6)
31 March 2019

Dear Sir,
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.
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.
BOEING'S UNETHICAL SOLUTION:
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.

MCAS Firmware (a specialized software) is critical and Firmware bugs may have contributed to plane crashes. FAA may not have expertise in Firmware Engineering.
CHILDISH SOLUTION OFFERS
In light of inherent aerodynamic design problem, offering dual ‘angle of attack sensor’, ‘software update’, ‘disagree warning light’, and ‘pilot retraining’ on MAX 8, are all childish solutions and may be a means to divert attention of the technically naïve from becoming aware and the publicity of the root cause of aerodynamic flawed design of MAX 8.
I am an Automatic Control Systems Software Engineer with Master of Engineering Degree with over 30 years of industry experience R&D. Please feel free to contact me.
Thank you,
Yours sincerely,
(b) (6)(b) (6)
(b) (6)(b) (6)

Related Items

Label	Type	Relationship	Description	Email / Phone
(b) (6)	Person	Complainant/Reporter		(b) (6)(b) (6)
FAA	Site	Related to	Aviation Entity	(b) (6)(b) (6)

Journal Entries

Journal Class	Create Date	Submitter	Category	Summary
Note	03/31/2019 07:36 PM		General Information	Hotline Form Submission - FHIS-0013782

Details

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

Information Related To Your Report

Event Date: 3/10/2019
Event Time:
Event Location:
Event City:
Event State: DC
Aircraft Registaration N-
Airline: Ethiopian
Flight Number:
Departure Location:
Arrival Location:

Responsible Party

First Name: Danial
Last Name: Elwell
Email:
Company/Organization: FAA
Street Address:
Street Address 2:
City: Washington
State: DC
Zip:
Country: US
Phone: (b) (6)
Web Address:
Description: (b) (6)(b) (6)
(b) (6)(b) (6)
31 March 2019

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Yours sincerely,

Journal Class	Create Date	Submitter	Category	Summary
	(b) (6) (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:
Last Name: (b) (6)
Company: Mr.
Street Address: (b) (6)(b) (6)(b) (6)
City: (b) (6)
State:
Zip:(b) (6)
Contact Phone: (b) (6)(b) (6)
Email Address:
International Number: (b) (6)(b) (6)

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