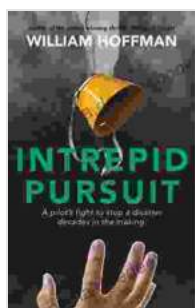


Pilot Fight To Stop Disaster Decades In The Making: Wings Of Deceit



For decades, a group of pilots have been fighting to stop a disaster that they say is decades in the making. They allege that the Federal Aviation Administration (FAA) has been ignoring warnings about a dangerous flaw in the design of the Boeing 737 Max aircraft. This flaw, they say, led to the two fatal crashes of Lion Air Flight 610 and Ethiopian Airlines Flight 302, killing a total of 346 people.



Intrepid Pursuit: A pilot's fight to stop a disaster decades in the making. (Wings of Deceit) by William Hoffman

★★★★☆ 4.8 out of 5

Language : English

Text-to-Speech : Enabled

Enhanced typesetting : Enabled

Word Wise : Enabled

Lending	: Enabled
File size	: 614 KB
Screen Reader	: Supported
Print length	: 297 pages



The pilots, who have formed a group called the Allied Pilots Association (APA), say that the FAA failed to properly certify the 737 Max as safe to fly. They allege that the FAA ignored warnings from their own safety inspectors about the dangers of the aircraft's flight control system. This system, known as the Maneuvering Characteristics Augmentation System (MCAS), was designed to prevent the aircraft from stalling. However, the pilots say that MCAS was too aggressive and could cause the aircraft to dive uncontrollably.

The FAA has denied the allegations made by the APA. The agency says that it followed all of its safety protocols when it certified the 737 Max as safe to fly. The FAA also says that it has taken steps to address the concerns raised by the pilots, including issuing a directive that requires airlines to install a software update to the MCAS system.

The APA is not satisfied with the FAA's response. The group says that the software update does not address the underlying flaw in the design of the 737 Max. The APA is calling for the FAA to ground the 737 Max until a more comprehensive safety review can be conducted.

The FAA has not yet grounded the 737 Max. The agency says that it is still reviewing the data from the two crashes and that it will take action if it determines that the aircraft is unsafe to fly.

The APA is not the only group that has raised concerns about the safety of the 737 Max. In the wake of the two crashes, several other pilot groups have also called for the aircraft to be grounded. The International Federation of Air Line Pilots' Associations (IFALPA) has called on the FAA to "take immediate action to ground the Boeing 737 Max 8 and Max 9 aircraft until such time as a full and thorough investigation into the recent accidents can be completed." The European Union Aviation Safety Agency (EASA) has also issued a directive that requires airlines to install a software update to the MCAS system.

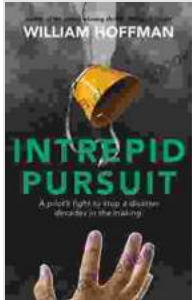
The FAA has not yet grounded the 737 Max, but the agency is facing increasing pressure from pilot groups and regulators around the world. It remains to be seen whether the FAA will ultimately decide to ground the aircraft.

Timeline of events

- **1994:** The FAA certifies the Boeing 737 Max as safe to fly.
- **2018:** Lion Air Flight 610 crashes, killing all 189 people on board.
- **2019:** Ethiopian Airlines Flight 302 crashes, killing all 157 people on board.
- **March 2019:** The FAA issues a directive that requires airlines to install a software update to the MCAS system.
- **April 2019:** The FAA grounds the 737 Max.
- **November 2020:** The FAA ungrounds the 737 Max.

The Boeing 737 Max is a controversial aircraft. Some pilots and regulators believe that the aircraft is unsafe to fly, while others believe that it is safe.

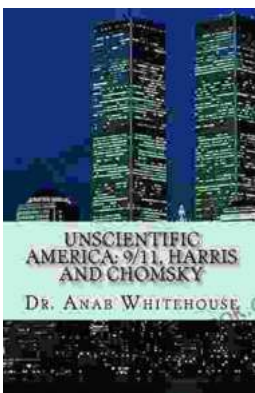
The FAA has not yet made a final decision on the safety of the 737 Max. The agency is still reviewing the data from the two crashes and will take action if it determines that the aircraft is unsafe to fly.



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