Decisions and Crises PAD 318

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[Institutional Affiliation(s)]

Author Note

The real reason Boeing's new plane crashed twice

In Ethiopia, flight 302 was crashed on March 10, 2019. In the crash, 157 people died. After another flight, Lion Air 610, crashed in Indonesia, which killed 189 people, the incident of flight 302 happened. Both these flights were functioning the same plane: The Boeing 737 MAX 8(“737 MAX BACKGROUND on Vimeo,” n.d.-a). Airbus and Boeing are the two biggest airplane manufacturers in the world. They together fear each other as if one of them proposed a better plane; the other will lose money. Airbus proclaimed that they would apprise their popular model, A320 that services many domestic flights. Its engine is much bigger than the prior engine. The engine does not change the shape of the plane and the pilot needs little training. Boeing to compete Airbus moved to upgrade their plane engine, 737. 737 is lowered to the ground than the A320. To lift it, Boeing moves up the engine on the wing so that it would be slightly higher and they called this model 737 MAX(“737 MAX BACKGROUND on Vimeo,” n.d.-b). Boeing exclaimed that the plane functions similarly to the old ones. It does not need a lot of training and it becomes the most selling plane on the market. Moving engine up has many side effect. "When the 737 MAX was in full thrust like during takeoff, the nose tended to point too far upward, which could lead to a stall(“737 MAX BACKGROUND on Vimeo,” n.d.-a)." This caused the problem because the plane should work like old planes. To solve this problem, they installed software which pushed the nose down automatically. They named it as Maneuvering Characteristics Augmentation System, or MCAS. Boeing was selling 737 MAX as the same plane like the 737, so they didn't highlight the new MCAS system. The pilot just got two hours of training just before entering the plane and there was no training about the MCAS system. Due to this, the plane crashed and many people died in the incident. This issue was started with a company's race to compete with Airbus. Boeing has not submitted a formal review of the Maneuvering Characteristic Augmentation System (MCAS) to FAA regulators because they thought that the performance of the new was exactly like the old one.

**Reference**

737 MAX BACKGROUND on Vimeo. (n.d.-a). Retrieved November 7, 2019, from https://vimeo.com/355579788

737 MAX BACKGROUND on Vimeo. (n.d.-b). Retrieved November 7, 2019, from https://vimeo.com/355579788