

CHAIRMAN Resource

From: Tom Gurdziel <tgurdziel@twcny.rr.com>
Sent: Saturday, July 06, 2019 4:24 PM
To: CHAIRMAN Resource
Cc: Transformation.Resource@nrc.gov
Subject: [External_Sender] Boeing 737 Max 8 Aircraft Risk Analysis

Good morning,

A Suggestion

From what I have been reading about this Boeing airplane, things are getting worse. First, of course, there were two fatal crashes of almost new 737 Max 8 airplanes. Then, Boeing could not get away with blaming the pilots after the head of Ethiopian Airlines stated without question that his pilots had followed the Boeing procedures. Well, blaming the angle of attack sensor was next. It seems that, for a system that can destroy an entire airplane, it was not made single-failure-proof. After that, it was discovered that a microprocessor could fail and cause the same result. Then, (most recently), a European agency identified questions about the installed auto pilot system.

Although I have stronger words, let me just say that the US aircraft industry risk analysis efforts applied to the Boeing 737 Max 8 aircraft appear to me to suffer greatly from an insufficient amount of a "questioning attitude."

Therefore, I am asking you to consider making this offer.

Offer to the FAA the use of our NRC risk analysts, (for a specified, limited time only), for a "peer review" of their (737 Max 8) work. Yes, I understand that our analysts are not aircraft-industry-familiar. That actually is a good thing. What I hope they will provide is a sufficiently questioning attitude, an open mind, their acquired risk analysis skills, AND an appropriate (and existing) SAFETY CULTURE.

What do you think? If they don't take advantage of the offer, I would guess the offer would at least be favorably noticed by others who learn of it.

Thank you,

Tom Gurdziel
Member, ASME



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