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Did Global Warming Cause the Boeing 737 Max MCAS-Driven Plane Crashes?

AND several others in the Equatorial Zone, including Air France Flt 447 and Malaysia Flt 370?

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It seems more likely with every passing day that Boeing fails to find a fix for their grounded 737 Max fleet.

Prof. Carl Gibson of UCSD and Scripps first sounded the airline safety alarm in a paper he presented at Scripps in 2005.

A renowned expert in fluidics, turbulence and aircraft design, Prof. Gibson realized that the 1⁰ C warming of the planet since the end of the mini-Ice Age (~1350 to 1880) has created what he has termed Catastrophic Equatorial Icing, or CEI, events in the Equatorial Zone where there is no Coriolis Effect to disturb rising currents of highly saturated air that then cools to form ice on plane wings at high altitudes.

Prof. Gibson notes that the ice forms particularly heavily on the elevators at the rear end of the plane that control the pitch, or angle of attack, of the plane because the turbulence, which cools the air at the rear edges of the wings, is greatest there.

The CEI ice on the elevators drives the nose of the plane upward and drives the MCAS unit, which controls the plane's attitude, to drive the nose of the plane down, crashing the plane. It is the MCAS unit that Boeing has, most likely incorrectly it would seem, been focusing on as the cause of the crashes and has announced it will be testing the new MCAS in a flight simulator in November.

According to Prof. Gibson, the recent Washington Post article by Michael Laris on the causes of the Boeing 737 Max plane crashes "exactly described" what pilots in a CEI icing event would experience.

In recent weeks a representative of Prof. Gibson has made multiple attempts to contact Boeing CEO Muilenburg and the White House in the hopes of getting satellite thermal imaging over the oceans between latitudes 10N – 10S to detect CEI events and confirm Prof. Gibson's theory, but no replies have yet been forthcoming.

Prof. Gibson and those who endorse his theory, or at least the need for the satellite thermal imaging that could verify it, are extremely concerned as CEI is not just an issue for Boeing, it is a deadly aircraft safety issue for any planes flying at high altitudes in the Equatorial Zone, as evidenced by the crashes of Air France Flt 447, Malaysia Flt 370 and several others, all of which

also crashed due to MCAS perceived nose-up attitude problems. The AF 447 crash was blamed on icing in the pitot tube on the wing, not the elevators, but it confirms the presence of ice.

Referring to AF 447, Prof. Gibson notes, "I knew immediately, once we had the data from the black boxes, that this was a CEI event."

The Professor's theory has faced strong opposition by some in the academic community, but also has strong support by others, and Prof. Gibson is a nominee for this year's John Maddox Prize for steadfastly defending sound science in the face of skeptical opposition.

The University of California at San Diego, where the 83 year-old professor still teaches, has put up a web site solely dedicated to his research at: <http://cei.eng.ucsd.edu>

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