

May 6, 2022

**BY FEDEX**

Dana Schulze  
Managing Director, National Transportation Safety Board  
490 L'Enfant Plaza East, SW  
Washington, DC 20594

Re: Lion Air Flight 610 and Ethiopian Airlines Flight 302 Accident Investigations

Dear Ms. Schulze:

This is a follow-up to our meeting on March 16, 2022. We appreciate having the meeting and felt it was a productive discussion. As we discussed, we share the common goal of preventing future tragedies. For the record, the following individuals attended the meeting:

Dana Schulze, NTSB Managing Director  
Kathy Silbaugh, NTSB General Counsel and Designated Agency Ethics Officer  
Elias Kontanis, NTSB Transportation Disaster Assistance Division Chief  
Nadia Milleron, private citizen (mother of Samya Stumo, ET302 victim)  
Ed Pierson, private citizen (retired Boeing Senior Manager, Congressional Whistleblower)

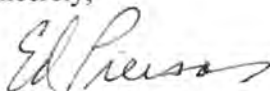
At the end of the meeting you agreed to take two actions and to report back to Nadia and me:

1. Talk with the U.S. Department of Transportation Office of Inspector General to determine the status of their audit of the FAA's Oversight of Boeing 737 MAX Return to Service (Ref: Project No. 19A3006A002).
2. Talk with the two NTSB employees that served as the U.S. Accredited Representatives to both accident investigations to see if they investigated Boeing's production operations at the 737 Factory in Renton, WA to determine whether production problems played a role in the tragedies? And if they assisted the international accident investigators in investigating the factory (interviewing factory employees, evaluating airplane production records, etc.)? If so, when?

As we discussed, we believe these are critically important public safety related questions. There is evidence both airplanes had electrical system related production quality defects (in addition to the faulty MCAS software) that could affect the safety of hundreds of other MAX airplanes that were not addressed in the FAA's 20-month recertification process and the airplane's return to service worldwide. We believe these electrical defects caused the AOA Sensors to fail sending the faulty data to MCAS.

We trusted that both of these action items would be completed in short order. Item #2 in particular should have been answered in two quick conversations between you and your employees. Since our meeting we have tried unsuccessfully on several occasions to gain the status on Item #1 and the answers to the questions in Item #2. We are respectfully requesting this information again via this letter. Thank you.

Sincerely,



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cc: Jennifer Homendy, Bruce Landsberg, Michael Graham, and Thomas Chapman