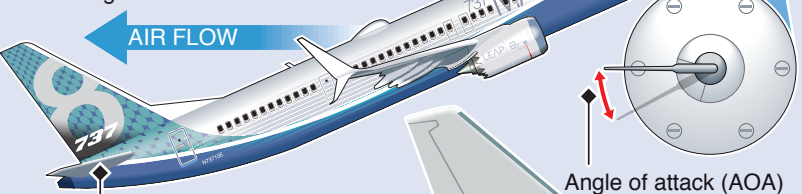


Overriding the 737 MAX software

Boeing is to add redundancy and other limits to its 737 MAX's fly-by-wire software, so it is less likely to command nose-dives to counter aerodynamic stall when no such danger exists

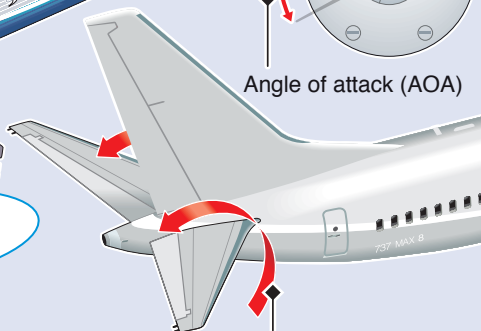
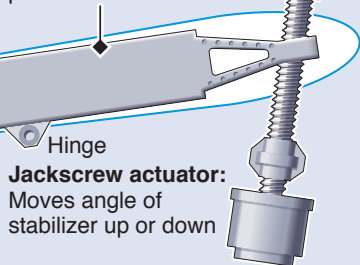
Boeing 737 MAX: Manoeuvring Characteristics Augmentation System (MCAS) – anti-stall system

uses data from angle-of-attack sensor to detect if plane is climbing too steeply and risking stall



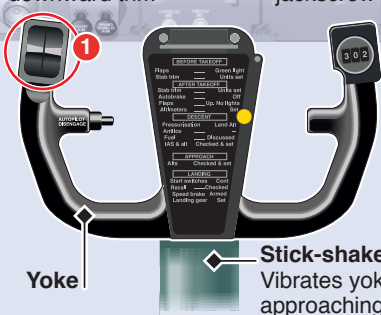
Horizontal stabilizer:

Controls up-and-down pitch of nose



1 Trim switches:

Temporary solution – pilot can use stabilizer trim switches to reverse downward trim



2 Jackscrew control:

Flip twin switches on central console to disable electric control of jackscrew for rest of flight

3 Stabilizer trim wheels:

Spin wheels to manually pull stabilizer back into correct position

