

urged Ethiopian to give more information because pilots are not " fully or even aware of how " the MCAS works. That prompted a second email from the airline with more detail. # A month later, on Dec. 12, von Hoesslin sent another email, urging a close reading of a preliminary report from Indonesian regulators on the crash there. He pointed out several potential problems with the Max and recommended steps be taken to make sure pilots know the checklist. # The next day, he sent a third email recommending new simulator training designed to roughly re-create what went wrong in the Indonesian flight, adding that he had already practiced in a simulator rigged in such a way and his experience with all the alarms going off was frightening. # " Throw in a GPWS PULL UP " -- a warning to pilots that the plane is in danger of crashing into the ground -- " and it would be a crash for sure. " # Boeing has said that its fix to software on the Max's anti-stall system will be accompanied by additional training for pilots. The acting chief of the FAA, Daniel Elwell, said last week that his agency hasn't decided whether that training should be conducted on computers or in flight simulators. # The AP's David Koenig in Dallas and Jennifer Farrar, Randy Herschaft and Rhonda Shafner in New York contributed.