

TARGET

Intelligence Report

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Viewsletter

MASS, SPACE AND TIME

The So Very Little We Know: Can Man Learn More?

It is well accepted, today, that mass, space and time are related to one another.

It is one of the essential rules that has been found, tested, and fully accepted in respect of aspects of the universe, thanks to the work of Albert Einstein's theory of general relativity.

Scientists, today, are attempting to discover much more of that which must be the rules of the universe — for they must exist, it is well accepted.

Today, it is well known that the collapse of formerly giant stars in the universe, for one reason or another, is one or more of the reasons for the creation of black holes in regions of space.

A black hole is defined as being regions in space that gravity, just beneath its surface — named formerly as 'event horizon,' is sufficiently strong that nothing — not even light — can escape.

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At the centre of a black hole — it has been given the nomenclature, 'singularity,' — but scientists, the world over, have little information of this point, being infinitively small and infinitively dense.

Scientists are well aware that they know very little about the universe, how stars are created and, seemingly, how stars 'die,' and why and how, try as they may, it might be many billions of eons for them ever to learn how giant stars were — and are — created — as we know them, today — and what, if any, there are life forms — as we know them in man's thinking, today — on some or the many millions of stars, about which they know absolutely nothing.

Many of the aspects, mentioned above — and there must be many more aspects, of course — might be likened to that which many world-be loquacious scientists and economists try to make seemingly determinations which, to some degree, seem to have quintessential aspects, whereas that which they make claims that, to a very great degree, are, at best, garrulous.

The following are some of the aspects about which man acknowledges in that which are thought to be today's great pool of mans' simplicity knowledge, compared to that of the empty void of the universe yet to be understood.

Part Three

The Boeing Company

The Boeing Company is a leading global aerospace corporate entity, renowned for its production of commercial airplanes, defence systems, and space systems.

It is a major exporter of such, serving customers in more than 150 countries, and employing a large global workforce.

The Company's business units include commercial airplanes, defence, space and security, and global services.

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The Jeju Incident

On or about December 29, 2024, a Jeju Air Boeing 737-800, operating as Jeju Air Flight 2216, overran the runway while performing a belly landing in Muan, South Korea.

All the people on board, save two passengers, died instantaneously.

With the 179 people and crew aboard, it was recorded as the deadliest aviation disaster of 2024.

According to the statistics, recorded in intelligence, collected in The United States of America, in respect of Boeing aircrafts, having been involved in nearly 6,000 aviation accidents and incidents, worldwide, 415 were fatal accidents, resulting in more than 9,000 deaths.

The Alaska Airline's 1282 Incident

On January 5, 2024, a Boeing 737 MAX 9, operating Alaska Airlines Flight 1282, suffered an uncontrolled decompression, after a door plug completely blew out of the aircraft.

In a report, with regard to this incident, it was recorded as such:

'On August 9, 2024, The National Transportation Safety Board (NTSB) held an investigative hearing open to the public in the NTSB Boardroom on August 6-7. During the hearing, the NTSB gathered sworn testimonies about the January 5, 2024, Alaska Airlines Flight 1282. It was a fact-finding step in the safety investigation and the testimonies will become part of the public record.'

'The accident occurred January 5, when a left mid exit door plug departed the airplane, operated as Alaska Airlines Flight 1282, at an altitude of about 16,000 feet shortly after departing Portland, Oregon, on a flight destined for Ontario, California.'

'Following the loss of the door plug, which led to a rapid decompression, the flight crew returned to Portland where the airplane landed safely. Of the 171 passengers and six crew members onboard, eight reported minor injuries.'

On January 9, 2024, Boeing's President and Chief Executive Officer of the Company, Mr Dave Calhoun, acknowledged the Company's mistake in a Company-wide meeting on safety and transparency following this accident.

The Company pledged full transparency and cooperation in the investigation with the NTSB and FAA (Federal Aviation Administration).

On January 10, 2024, the FAA notified Boeing that it was under investigation for '*alleged non-compliance*' with regulations, relating to new aircraft inspection and testing.

The Ethiopian Incident

On March 10, 2019, an Ethiopian Airlines Boeing 737 MAX 8 crashed minutes after take-off from Addis Ababa.

Initial reports noted similarities with the crash of a Lion Air MAX 8 in October 2018.

As a direct result of the aforementioned, numerous countries and airlines grounded all their 737 MAX aircraft.

On or about March 13, 2019, the FAA became the last major authority to ground the aircraft, reversing its previous stance that the MAX was safe to fly.

On March 19, 2019, the US Department of Transportation requested an audit of the regulatory process that led to the aircraft's certification in 2017.

In May 2019, Boeing admitted that it had known of issues with the 737 MAX before the second crash, and only informed the Federal Aviation Authority of the software issue a month after the Lion Air crash.

The Justice Department's Determinations

On Saturday, May 24, 2025, the Justice Department of The United States of America, was said to have reached a determination with Boeing, allowing the airplane giant to avoid criminal prosecution for allegedly misleading US Regulators about the 737 MAX Jetliner before two of the planes had crashed, killing 346 people, according to Court Papers, filed on Friday, May 23, 2025.

Federal prosecutors maintained that Boeing violated a prior settlement with prosecutors that protected it from prosecution for three years.

Previously, prosecutors said that Boeing had violated that agreement by failing to create and follow a compliance and ethics programme, aimed at detecting violations of US laws.

The door panel that had flown off a 737 MAX 9, operated by Alaska Airlines, two days before the agreement had been set to expire.

In 2024, Boeing agreed to plead guilty to criminal fraud in a settlement, meant to avoid trials, but the agreement was rejected by a Federal Judge who cited concerns that race-based considerations.

Lastly, many victims' families have long wanted a public trial and prosecution of former Boeing officials.

They had claimed that The Boeing Company had violated attempts to drop the criminal case.

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The Good, The Bad and The Ugly

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