

The Boeing 737 MAX issues, explored with aviation astrology. An astrological interpretation revealing the importance of the black Moon.

This article, written in May 2019 will be in two parts. The first deals with the background to the MAX, and the second focuses on the two lost aircraft. The loss of not one, but two of the very latest 737 airliners, from the same fault within a six month time frame, has rung alarm bells deep in aviation circles. It comes just one transiting Saturn square after the previous 787 issues for Boeing in 2012/3. This article in no way implies or suggests any liability or blame. It simply explores the astrology of what has happened.

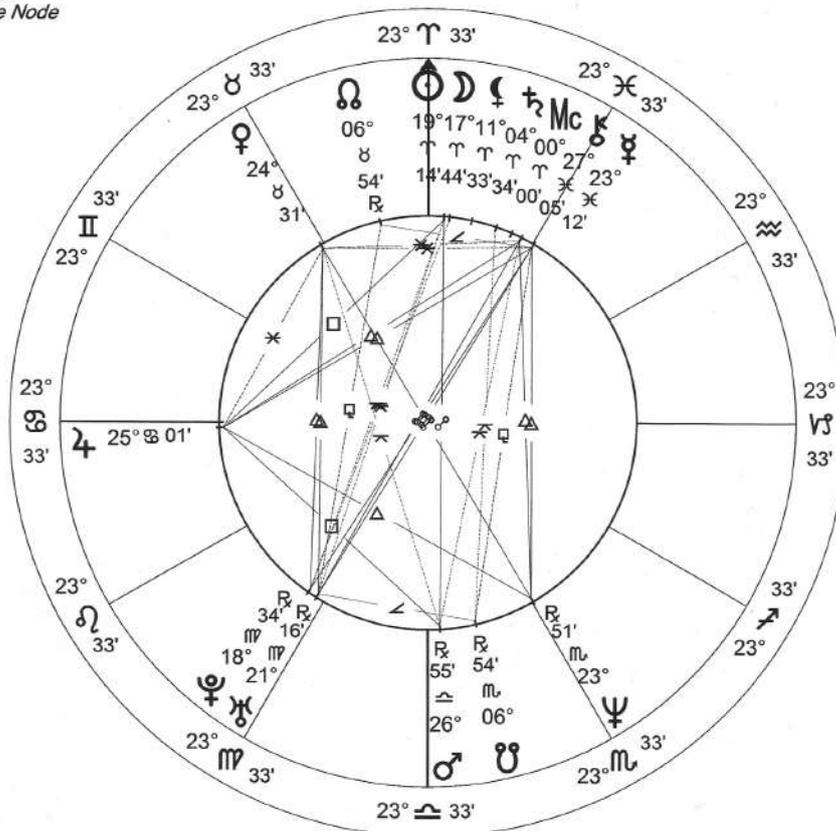
Aviation astrology is a little different to standard astrology, where one chart is interpreted in minute detail. Aviation astrology doesn't work with one chart, because an event chart such as a first flight, or air-crash, is the culmination and release of building trends and energy within many related base charts. The secret then, is to find and follow the developing trends and energies within these base charts to get real insight into the latest event. This is impossible with single chart analysis. I don't go into minute detail with each base chart, and there are no 'personality' traits with an aircraft. I simply pick out the important placements and aspects that I know from experience are pertinent. There are a lot of positions to compare, so take it slowly and a step at a time. This branch of Astrology is well worth the effort.

I use the black Moon in aviation astrology because I have found it to be invaluable for interpretation. The black Moon is the area in the chart, and in your birth chart, where you subconsciously "refuse to acknowledge". From experience, it is linked to complex human ego issues and is very hard to pin down due to its hidden nature. There is much research needed into the origins of the black Moon, favoured by French astrologers in the 19th century, but within aviation astrology, it has an uncanny knack of flagging up and then bringing to the surface safety issues that had been swept under the carpet. This is probably due to the black Moon being on the ascendant of the aviation base chart – Kittyhawk 1903. I will also present new research into Yods, and Yods over maybe three charts. For example, how the two MAX crash Moons form the base of a Yod, with the apex at 2 Sagittarius, a degree featured in more than one important base chart.

So, let's begin. What does the aviation astrology tell us about this very serious issue that has grounded the Boeing 737 MAX worldwide as I write. We need to briefly look at the 737 history to begin, with the 737-100 first flight chart back in 1967. Boeing make very successful and ingenious aircraft, going back to before 1916 when the company was incorporated by William Boeing.¹ They are not afraid to take 'win or lose all' risks to develop new aircraft, particularly with the 747, and within those 103 years have been at the forefront of aviation.

¹ Vision the story of Boeing. Harold Mansfield. Popular Library New York 1966. pp16

Boeing 737-100 ff
 Natal Chart
 9 Apr 1967
 12:00 PDT +7:00
 Seattle WA, USA
 47N36 122W20
Geocentric
Tropical
Equal
True Node



The 737-100 'Boeing's baby' I think they called it, first flew in April 1967², after a gestation period starting in May 1964. The Noon first flight chart has a Cancer ascendant, with Jupiter in the 1st house. The chart is ruled by the Moon, and we find it in Aries in the 9th house. As it is only less than 2 degrees and applying to the Aries Sun, a new Moon will occur in less than four hours. On this superficial level, it suggests a 'go-getter' Aries aeroplane, with plenty of energy and promise of a new future, and with Jupiter on the ascendant, square to Mars, it will help drive this growth with Aries energy. With the benefit of hindsight, we could look at the Venus opposite Neptune in Scorpio aspect, and even though Venus has passed the opposition, suggest with Neptune in Scorpio that this aircraft's appeal is clearly 'different' to what went before. It will be enigmatic, and these many future developments and updates, will be driven by the latest technology. They might possibly involve self-deception and illusion if taken to the Scorpio technological limit.

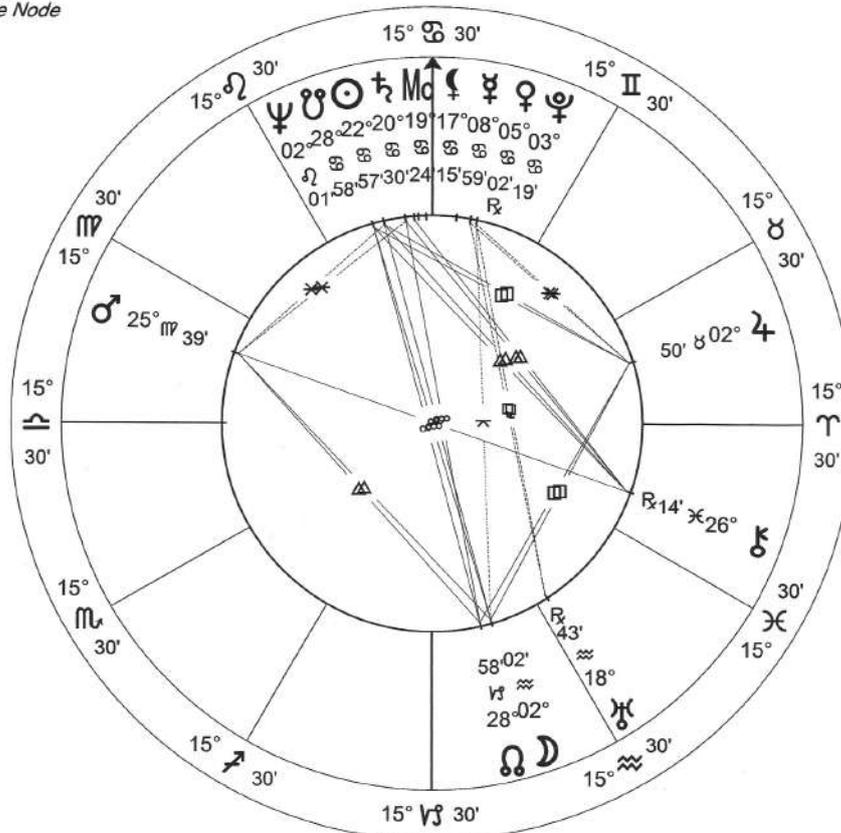
Pluto conjunct Uranus in 2nd is trine Venus, supporting this transforming and technological aspect of this new design, and is opposite Mercury. Pluto is the boss in any chart, and opposite Mercury here is central to the MAX story. In the

² The Observers Book of Aircraft. William Green. Frederick Warne and Co. Ltd. 1970. pp42

2nd – 8th house positions, it suggests power play, and secrets, the obsessive defence of a point of view. This is supported with the Aries energy in the chart, and underpins the 737 ethos. This aircraft's 'wound' with Chiron at 27 Pisces is also linked to Venus, being sextile. It is trine to Jupiter, and in a fairly wide opposition to Uranus, but opposite no less, providing a triggerpoint for the wound at key moments in the timeline. It is trine the other side to Neptune, linking back to this central Venus/Neptune opposition, and this Grand Trine – Jupiter – Neptune – Chiron, offers energies at these degrees that must be treated with caution. Optimism, imagination, dreams and wounds are the mix. But that Chiron sextile Venus forms the base of a Yod, with Mars at the apex. These degrees too have to be watched. And the black Moon? At 11 degrees Aries, it offers that point in the chart where a 'refusal to acknowledge' a serious issue linked to safety, due to complex subconscious human ego issues, will force fate to reveal it, to make acknowledgement happen. It does not make any main aspects in this chart, suggesting there are no major issues with the 737-100, though the Moon in this first flight chart is square to the 1916 Boeing Incorporation black Moon. This is the base contact underpinning the MAX issue.

Boeing Incorporation

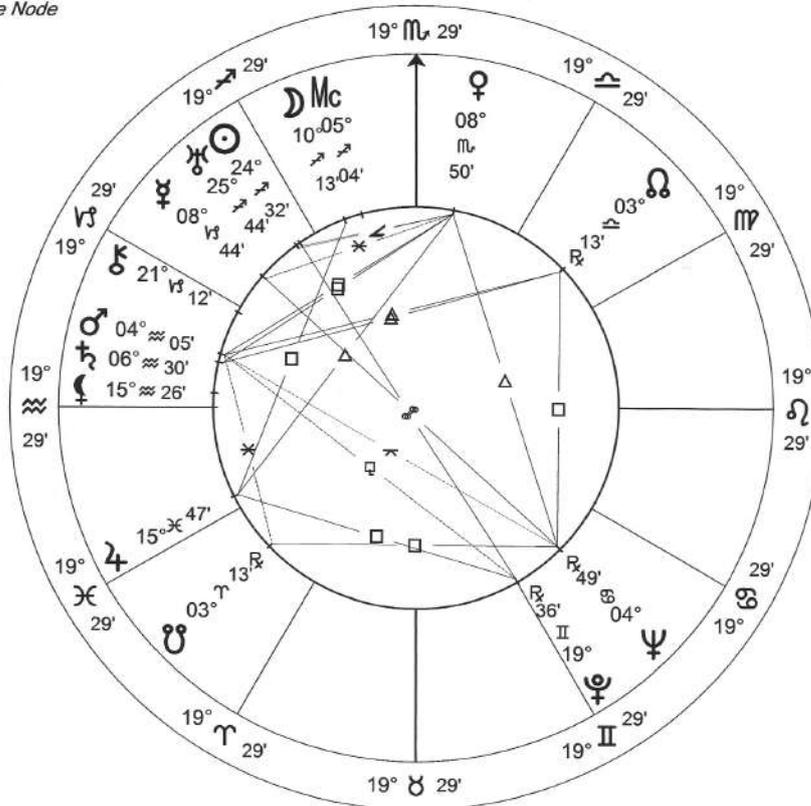
Natal Chart
 15 Jul 1916
 12:00 PST +8:00
 Seattle WA, USA
 47N36 122W20
 Geocentric
 Tropical
 Equal
 True Node



Since the Boeing black Moon is in the 9th house, the same house Moon position for the -100, I would suggest, for this example at this moment in 1967, the 'refusal to acknowledge' -100 Moon conjunct Boeing black Moon is about Boeing acknowledging that they have actually managed to produce a small twin engine airliner. It was for some years a non-starter at Boeing as they debated whether to go ahead or not. They were already committed to the 727 project, and Douglas were ahead with the DC-9 as a small twin-engine airliner.³ But this contact remains active. There is *something* about the 737 that will come back to haunt Boeing. Boeing would not have known at the time, that 50 odd years later, this aspect is energized again in the MAX. As the first MAX airframe is being assembled, transiting Uranus is at 16 Aries. The MAX First Flight has Uranus exactly on the -100 Moon position of 17 Aries, and for good measure is exactly opposite the black Moon in that chart. This creates a very tense and difficult T square with the 1916 Boeing chart, with both black Moons square and Uranus on the -100 natal Moon. It underpins the MAX story from 2016, and offers an example of the timeless aspect and unfolding story of astrology. Overall, in 1967 as a stand alone, Noon first flight chart, it has some good and bad points, but nothing that suggests major problems ahead. I doubt if Boeing could foresee the 737 still being developed after 50 years in new versions, (That new Moon in 1967?) so an astrologers predictions for 2016 may have been fanciful. It has few contacts to the 1903 Kittyhawk aviation base chart.

³ Vision. The story of Boeing. Harold Mansfield. Popular Library New York 1966. pp341

Kittyhawk
Natal Chart
 17 Dec 1903
 10:35 EST +5:00
 Kittyhawk, USA
 36N02 075W42
Geocentric
Tropical
Equal
True Node



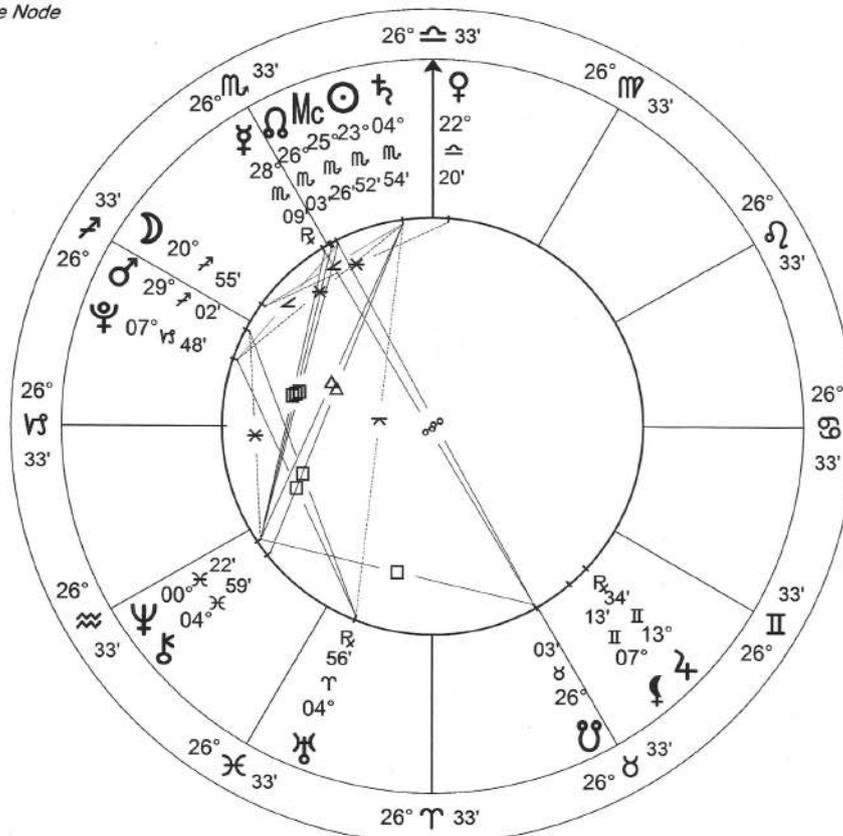
In hindsight, it did turn into a civil aviation workhorse over the next 50 odd years, with constant modifications. Very quickly into the larger -200, then -300, -400 etc the NG, and now the MAX. Could this endless modification also be an expression of the Pluto-Uranus conjunction, and Neptune in Scorpio, endlessly refining and modernizing to offer the very best aircraft?

I'm going to jump forwards now to the MAX development. How does the astrology flag up this problem with the MAX with that 1967 -100 Moon, Boeing Incorporation black Moon square aspect? I'm going to briefly join the timeline at November 15th 2012 when Boeing announced their 'Firm Concept' for the MAX.⁴ This was a main milestone in the MAX story. Was anything untoward showing up? Could an astrologer form an opinion?

⁴ <https://boeing.mediaroom.com/2012-11-15-Boeing-737-max-Archives-Firm-Concept>

MAX 'Firm Concept'

Natal Chart
 15 Nov 2012
 12:00 PST +8:00
 Renton, USA
 47N29 122W12
 Geocentric
 Tropical
 Equal
 True Node



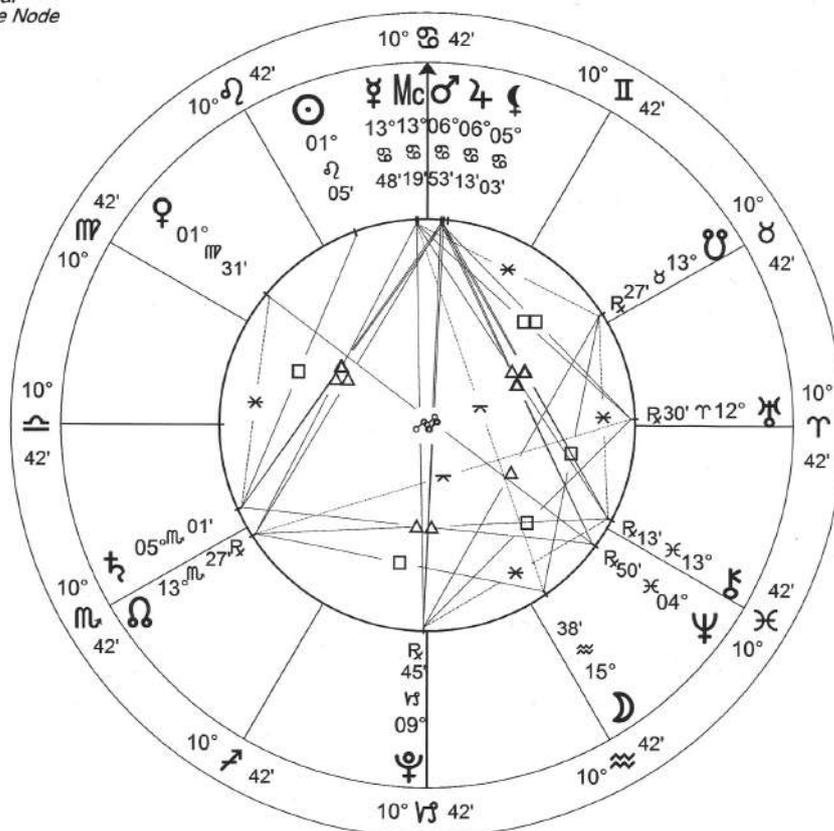
The Noon chart has a Capricorn ascendant, so the chart ruler is Saturn. Saturn is in the 10th, with a 150 degree aspect to Uranus in the 3rd, and a wide 150 to the black Moon in the 5th making a Yod, trine to Neptune and Chiron in the 2nd, sextile to Pluto in the 12th, and a 45 degree aspect to the Moon in the 11th. Remember, this is only a 'concept' at this time, but the energies at work for a chart about the MAX with the Saturn contacts are not particularly encouraging. We already have one side of a Yod, with Saturn and Uranus, rather tight at 04.54 and 04.56, but look again at the chart. We actually have a complete Yod – Saturn – Pluto on the base, and the black Moon on the apex. I agree Saturn is 2 degrees wide of the 7 degree mark, but as chart ruler I think it is valid. We are in some respects in the realm of Neptune here as a 'concept' and it seems to be more a Boeing 'vision' at this point. There are no main contacts to the Boeing Incorporation natal chart. In relation to the 737-100 chart, the asc-desc is almost reversed, the Firm Concept Uranus sits on the -100 Saturn, and to reinforce the 'vision' element, the Firm Concept Sun at 23.52 is conjunct the -100 Neptune at 23.51. Dreams indeed, but a potential nightmare with that Firm Concept Yod.

In relation to Kittyhawk, the Firm Concept Moon and Mars positions at 20.55 and 29.02 Sagittarius sit either side of the Kittyhawk Sun and Uranus. This placement adds more excitability and shock within a wider aviation context.

The first chart warning of a serious issue came on July 23 2013, when the "Configuration" for the MAX was finalized by Boeing.⁵ It was still a paper aeroplane at this point. The warning signs would have been very clear to an astrologer, but understandably not to Boeing. The major indicator that would have set all the alarm bells ringing is the Moon position at 15 Aquarius for the symbolic Noon chart. This is conjunct the Kittyhawk black Moon, the most crucial safety position on the Kittyhawk chart, and so for all aviation. As the 1967 737-100 first flight Noon chart is ruled by the Moon, it has special significance, bringing the black Moon issue back into the frame. Further concerns are the position of Uranus, 2 degrees from the 10 degree descendant, at 12 Aries.

737MAX configuration

Natal Chart
23 Jul 2013
12:00 PDT +7:00
Renton, USA
47N29 122W12
Geocentric
Tropical
Equal
True Node



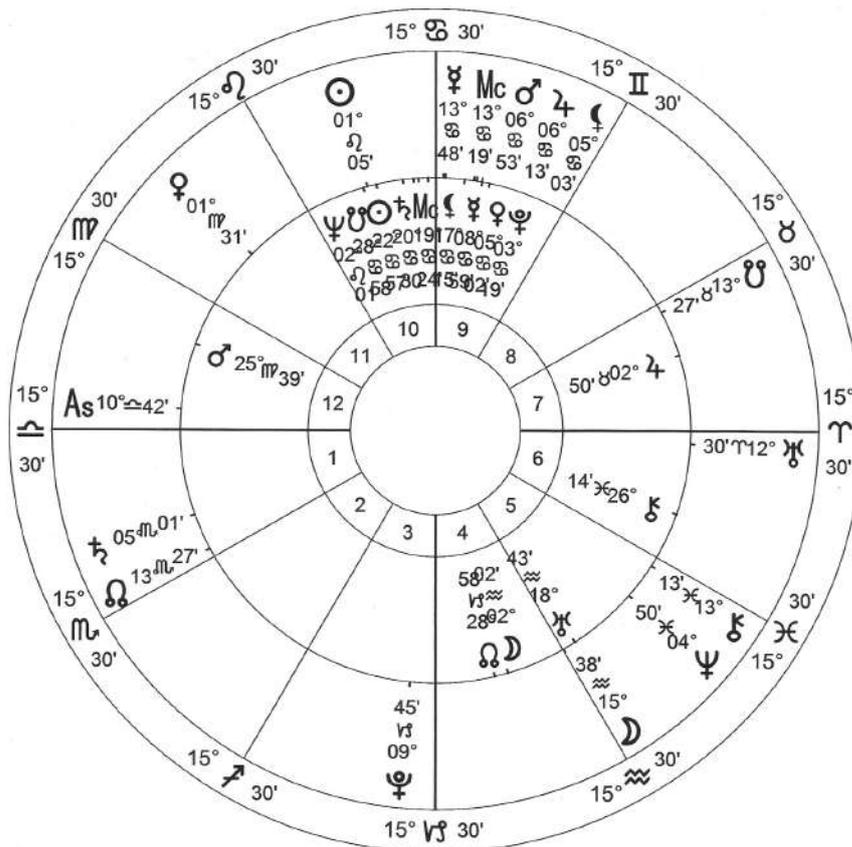
Quite apart from the basic energy of having Uranus on the angles with its unpredictability, stasis, shock but also technical innovation, having the descendant degree at 10 Aries brings in the vacant degree between them, 11 Aries, which unfortunately is the placement of the -100 first flight black Moon in 1967. Astrology this tight – 10-11-12 degrees is yelling at you. As if to rub in the issues, we find the black Moon in this chart making a triple conjunction,

⁵ <https://boeing.mediaroom.com/2013-07-23-Boeing-completes-737-Max-8-Firm-Configuration>

creating a very awkward aspect applying to Jupiter and Mars, at 5-6-6 degrees Cancer, again ruled by the Moon. And that triple is in opposition to Pluto. And all these together form a T square. And yet more; a Grand Trine with the triple, Saturn, and Neptune. Astrology has amazing ways to talk to you if you care to look. Perhaps a double take at this MAX Configuration chart to see it too has a Venus opposite Neptune aspect? Is this is another 'special' aircraft, like the original -100? It is reminding us of the 1967 opposition, and the contacts to that. Let's briefly look at this later opposition. Venus here, chart ruler, is in a wide sextile to Saturn in the 1st house, and Neptune in the 5th is trine to Saturn. What's the big deal about Saturn? (Structure as in fuselage etc) The position of Saturn, at 5 degrees Scorpio just happens to be the Sun position on the first Lion Air crash in October 2018, though we wouldn't know this at the time.

Inner Wheel
Boeing Incorporation
 Natal Chart
 15 Jul 1916
 12:00 PST +8:00
 Seattle WA, USA
 47N36 122W20
 Geocentric
 Tropical
 Equal
 True Node

Outer Wheel
737MAX configuration
 Natal Chart
 23 Jul 2013
 12:00 PDT +7:00
 Renton, USA
 47N29 122W12
 Geocentric
 Tropical
 Equal
 True Node



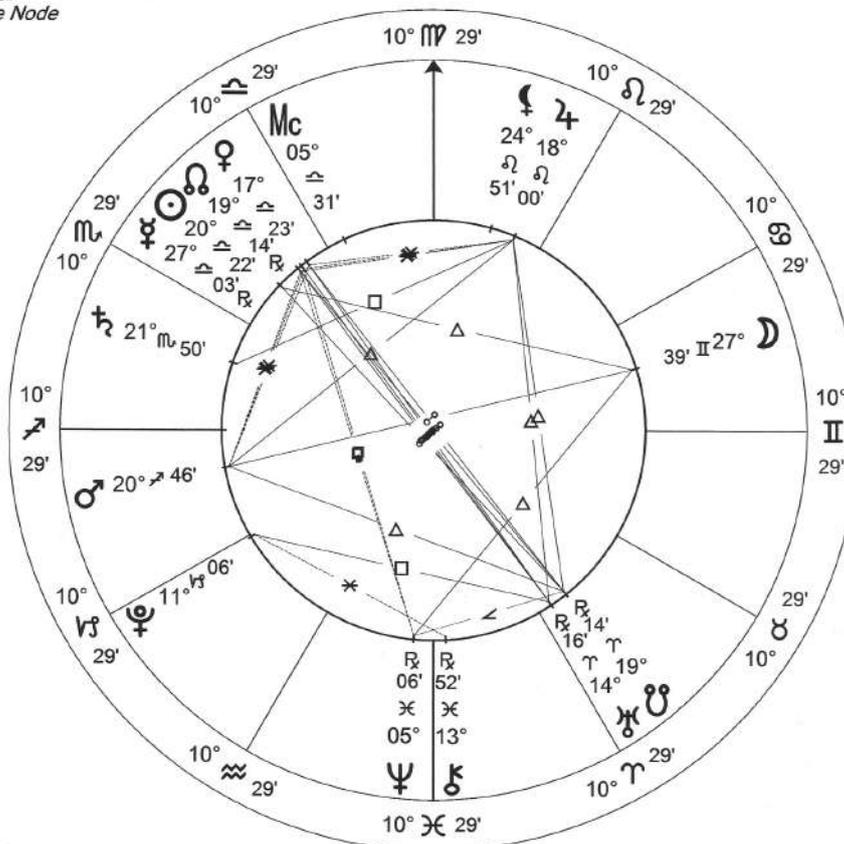
Alas, it is impossible for Boeing to retract this Configuration day, and re-submit on another to mitigate this Moon position. Once on the timeline, it is there forever. Can we tell how important this Configuration chart is going to be for Boeing? Two contacts to the 1916 chart are of interest. The Configuration black

Moon is conjunct the Boeing Venus – 05.03 on 05.02 – Venus being Boeing’s chart ruler with a Libra ascendant, and that Configuration triple sits very close over Boeing’s Pluto and Mercury. The Configuration Moon is applying to the Boeing Uranus. Taken together it suggests some very awkward and difficult excitable energy. But what is causing it? Apart from the understandable excitement with this new 737 concept, what is the astrology flagging up regarding a refusal to acknowledge issue with this Boeing Venus – Configuration black Moon conjunction? The aircraft airframe has still to begin assembly, yet we have the astrology telling us clearly of a refusal issue to come, that fate will reveal. Extraordinary pre-destiny isn’t it?

MAX production starts

Natal Chart

13 Oct 2014
12:00 PDT +7:00
Renton, USA
47N29 122W12
Geocentric
Tropical
Equal
True Node



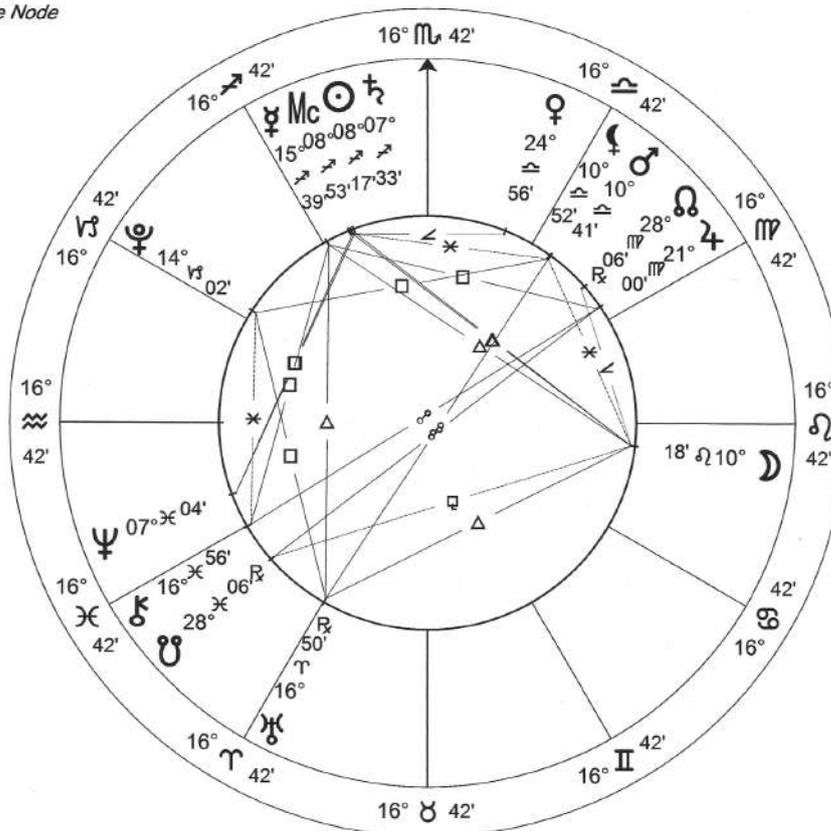
The MAX production started on October the 13th 2014 at Renton.⁶ A good time for new starts with the transiting Sun passing over the nodal axis. Chart ruler Jupiter is in the 9th, with strong contacts to other placements. Anything untoward, bearing in mind the Configuration chart? The opposition of Uranus and Venus along the nodal axis could at this point reflect the growing excitement with the new project as it lies almost on the Boeing Incorporation asc-desc axis. The contacts to the -100 reveal the astrology talking – the nodal axis now

⁶ <https://www.boeing.mediaroom.com/2014-10-13-Boeing-Begins-Production-on-First-737-max-Parts>

passing over the -100 natal Sun, and with my computation I mean exact – 19.14 on 19.14. It suggests to me that there was every reason to feel optimistic, as this event embodied the energy of the -100 first flight. But still a warning on the horizon – the 'Production Starts' black Moon and Jupiter placements are split in two with the Kittyhawk descendant. Could this be a warning that the 'growth' with the MAX will come with a hidden handicap?

1st 737MAX completed

Natal Chart
30 Nov 2015
12:00 PST +8:00
Renton, USA
47N29 122W12
Geocentric
Tropical
Equal
True Node



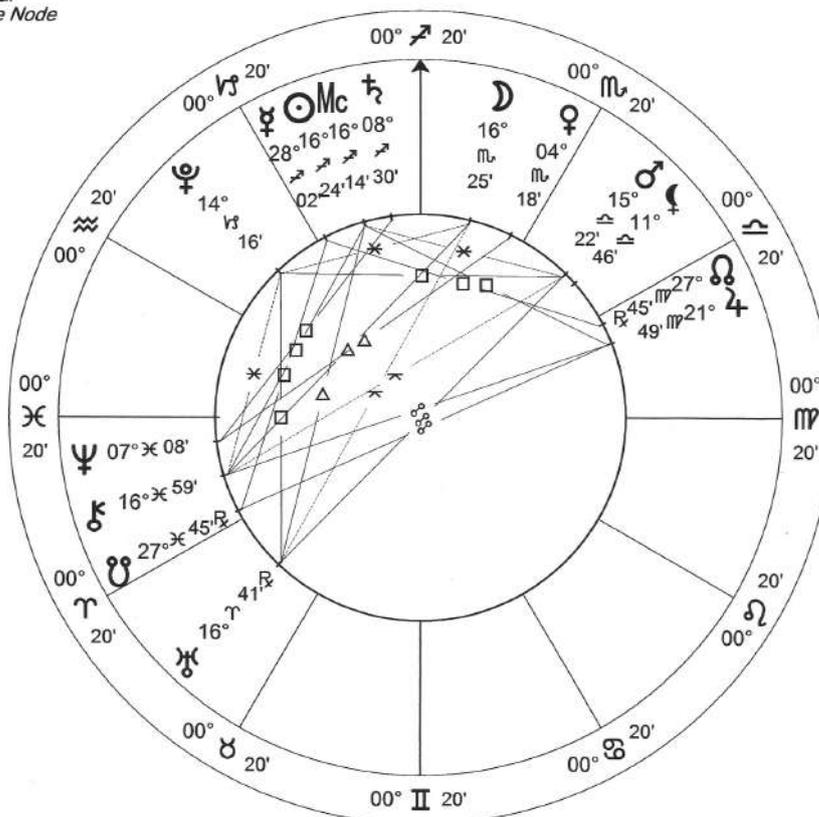
November 30th 2015. The first MAX aircraft is completed. Boeing, according to their website,⁷ are following a strict timetable. In the following days, it will go into the paint shop, and then have it's 'Rollout' where it is presented to the world for the first time. This First Aircraft chart, set for Noon, continues our ominous theme. It's worth remembering that any chart around this time of year and midday is going to be close to the 1903 Kittyhawk angles. It is a fine looking aircraft. But just so unfortunate that the 'First Aircraft' Noon chart ascendant at 16.42 Aquarius is close to the Kittyhawk black Moon at 15.26, and ascendant at 19.29. That in itself is enough, but the astrology keeps talking. The First Aircraft MC is close to the Kittyhawk Moon, telling us that the previous lunar astrological

⁷ <https://boeing.mediaroom.com/Boeing-Debutes-First-737-Max-8>

issues are still active in this developing timeline, and the black Moon is conjunct Mars at 10 Libra in the natural ruler Scorpio 8th no less, though in Virgo here. 10 Libra you remember is the ascendant degree of the Configuration chart. This First Aircraft Mars - black Moon conjunction on the Configuration ascendant is very major indeed. The First Aircraft chart ruler, Uranus, is in a wide opposition to this conjunction, and almost on the midpoint between the black Moon and Venus, but not exact. We still have this refusal to acknowledge issue, and the MAX hasn't even flown yet, so Boeing doesn't even know what it is.

1st 737MAX rollout

Natal Chart
8 Dec 2015
12:00 PST +8:00
Renton, USA
47N29 122W12
Geocentric
Tropical
Equal
True Node



The Rollout on December 8th 2015⁸ did not appear to show too many issues, but we still have a major milestone to come. A Scorpio Moon is apt for the emotional intensity of the event, and now Mars is tighter in the opposition to Uranus.

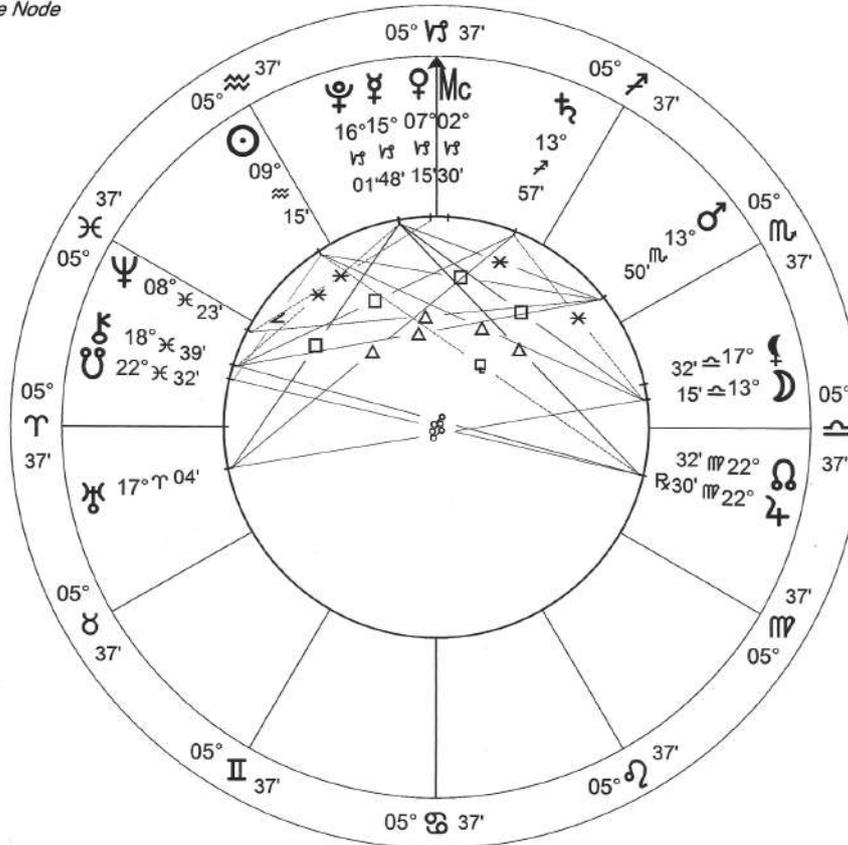
The first flight of the 737MAX, the -8 version, is now seen in a new light with all this background information. I have an actual time for this one, from the Boeing website. A bucket shaping with no handle – a vacant degree area? Make a note of this – something around zero Cancer? 4 degrees Cancer is the exact midpoint

⁸ <https://boeing.mediaroom.com/Boeing-Debutes-First-737-Max-8>

between Uranus and Jupiter. An Aries ascendant, in keeping with the 1967 Aries Sun and Moon. Mars, the chart ruler sits in the Scorpio 8th, sextile to a Mercury-Pluto conjunction in 10th. This connects to the Pluto opposite Mercury aspect in 1967. Mars is in a wide square to the Sun in the 11th, and trine Neptune. Chiron is conjunct the south Node in the 12th. Taken together, and crucially in context with the preceding charts, the driving issues in this chart are Scorpionic, and fundamental – although they have a fantastic aircraft, there is still something hidden, which will cause a major issue when fate reveals it. The positions connect right back to 1967.

We find an ominous grand cross in this chart. This MAX First Flight black Moon at 17.32 Libra is now exactly square the 1916 Boeing Incorporation black Moon. It is opposite the 737-100 Moon at 17.44 Aries as mentioned at the start, a position now occupied by Uranus. With Pluto and Mercury at 15-16 Capricorn, we have really tense energy in this chart. The astrology is talking. Curiously, the Mars chart ruler position at 13 Scorpio is on the exact midpoint between the later Lion Air Crash chart Sun and Ascendant, though again, we wouldn't know this right now. There is yet another very good reason to be concerned with the Mars position – it is now conjunct the Configuration chart north Node. Issues with this MAX aircraft are going to affect the destiny of the 737. Maybe end its development.

737 MAX ff
 Natal Chart
 29 Jan 2016
 09:46 PST +8:00
 Renton, USA
 47N29 122W12
Geocentric
Tropical
Equal
True Node

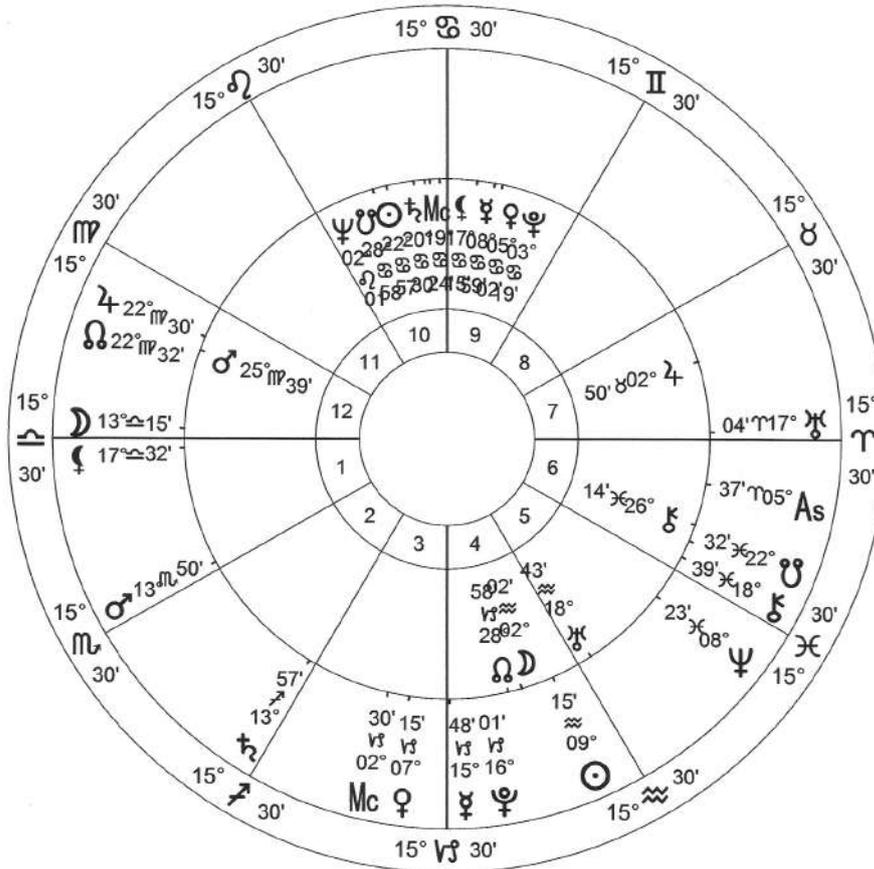


Perhaps even more important are the placements on the descendant. This is classic aviation astrology positioning, focusing attention on the midpoint which appears to be on the angles. Jupiter conjunct north Node at 22 degrees Virgo in the 6th on the one side, and the Moon (Again) 13 degrees Libra, *applying* to the black Moon at 17 degrees in the 7th. This is a *very* unfortunate conjunction as we'll see. Does that descendant sit on the midpoint? Not quite. The astrology suggests it looks close for a very good reason. The energies with these planets and 'points' are not good, especially as the black Moon is opposite Uranus, but just separating within 28 minutes of arc.

Let's compare the MAX first flight to the 1916 Boeing Incorporation to see just how far this issue is going to go, because it clearly isn't a small one. Apart from the black Moon connections, we discover that the Boeing Noon ascendant, at 15

Inner Wheel
Boeing Incorporation
 Natal Chart
 15 Jul 1916
 12:00 PST +8:00
 Seattle WA, USA
 47N36 122W20
 Geocentric
 Tropical
 Equal
 True Node

Outer Wheel
737 MAX ff
 Natal Chart
 29 Jan 2016
 09:46 PST +8:00
 Renton, USA
 47N29 122W12
 Geocentric
 Tropical
 Equal
 True Node



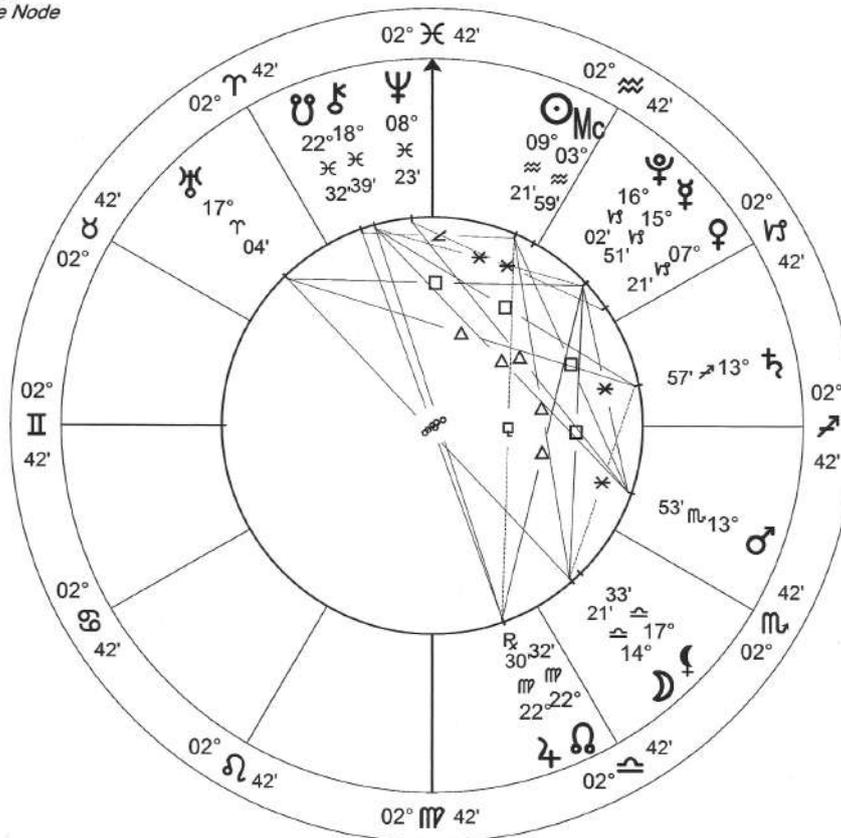
Libra sits *exactly* on the midpoint between the MAX First Flight Moon and black Moon at 13 and 17 Libra! That's astrological shoe-horning, and reveals this is going to be a major issue for Boeing too.

In comparison to the Configuration chart we find the MAX first flight Venus now opposite the Configuration triple - black Moon, Jupiter, Mars. Not looking good. In comparison to Kittyhawk, the MAX first flight ascendant is almost on the Kittyhawk nodal axis south Node suggesting the MAX is going to offer a wider story within aviation. And a further revelation, because that's what it is - the Kittyhawk nodal axis now plays a major part in that MAX first flight placement around the descendant. Remember that the MAX descendant wasn't quite on the midpoint between those four positions? Well, surprise surprise, the Kittyhawk north Node at 3 Libra is, and the black Moon position just further out. Close enough for Kittyhawk to come into the frame regarding the destiny of the MAX, and revealing the wider aviation issues.

For those of you who refuse to compare actual time and Noon charts, I would like to show you an example of the holographic element within astrology.

737 MAX fNOON

Natal Chart
29 Jan 2016
12:00 PST +8:00
Renton, USA
47N29 122W12
Geocentric
Tropical
Equal
True Node



Casting a Noon chart for the MAX First Flight gives us an ascendant of 2 Gemini. The chart ruler becomes Mercury, which we find in the 8th applying to Pluto within 11 minutes of arc. Still 8th house issues. The MC is almost on the 1916 Boeing Moon, and even closer to the Kittyhawk Mars. The Moon, I agree is now closer to the black Moon, so that 13-15-17 triple is no longer as strong, but the bombshell within this 'symbolic' chart is the descendant degree of 2 Sagittarius. The descendant is where we relate with 'others' in the world as opposed to the 'self' on the ascendant. I mentioned this degree at the beginning. Flag up 2 Sagittarius, because it's going to feature in several key charts in the unfolding story, and it first appears on the MAX First Flight Noon chart.

As a first flight chart, actual time or Noon, with the promise of what's to come, I have to say it's not good news with a lot of negative energy. However, with the benefit of hindsight, and the New York Times articles in the future, in April and June 2019, it's worth dwelling for a moment on what was going on at this time. According to the NY Times, about a month into flight-testing, the chief pilots

weren't happy with the flying characteristics at slower speeds near the stall in the flight envelope. They wanted MCAS, (Explained later) a flight law computer system to prevent stalling by automatically pushing the nose down, to be made four times more powerful. And much faster than pilot electric trim and manual trim inputs. Only the FAA were not informed, and no one thought it important enough to tell them, since it was a tweak of the existing system. And then they removed the redundancy from two sensors to detect pitch angles to one. According to the NY Times, the two pilots practiced what they thought were the worst case scenarios with MCAS, which did not involve what happened with the two later crashes.⁹ They also wanted to remove the mention of MCAS from pilot's flight manuals. Does this sound like an expression of that 1967 2nd-8th Pluto opposite Mercury aspect? It does to me.

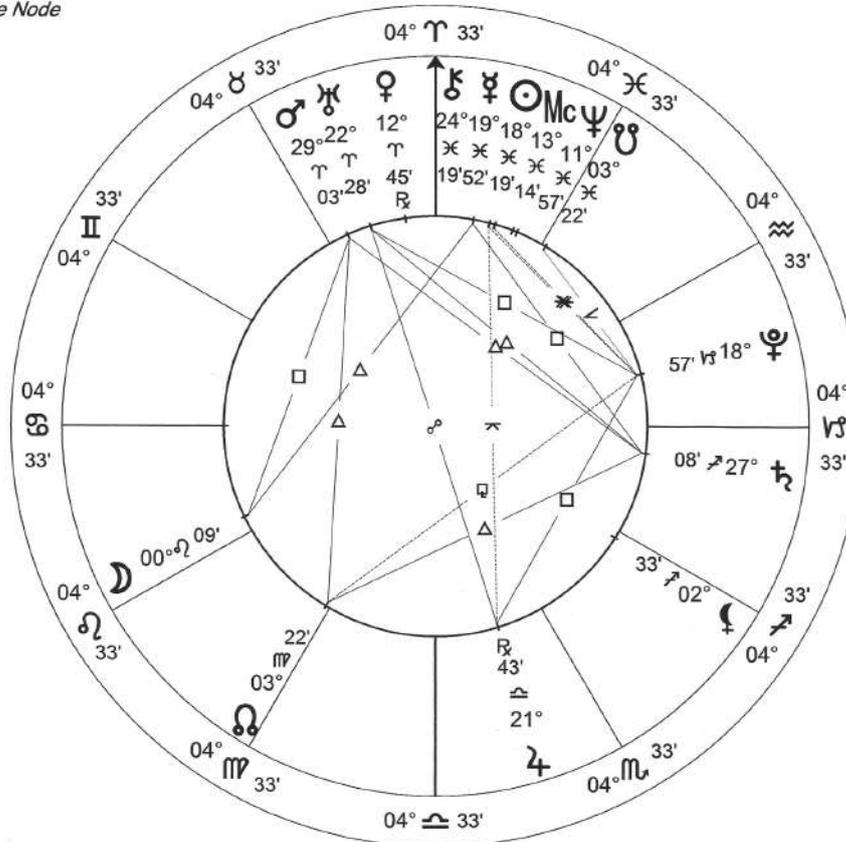
There is one more base chart to explore before the end of part one, and that is the FAA Certification of March 8th 2017. You won't be surprised to learn that it too contains crucial degrees that link directly to the two fatal crashes. The MC is conjunct Lion Air Neptune and descendant conjunct Lion Saturn, and for Ethiopian, an obvious Sun conjunction as it will be two years to the day, and Mars at 29 Aries will be conjunct the crash Moon. I await any 'amended' FAA certification chart post investigation to see if Boeing have indeed acknowledged what they refused to do.

The Noon FAA Certification chart is where the aviation authorities say an aircraft is safe to fly in. That's why this chart is crucial to the MAX safety. It is a watery chart with a Cancer ascendant and Pisces Sun. Is this suggesting it contains MAX issues from the past? With a Cancer ascendant, the chart ruler is the Moon, which is just, as in 9 minutes of arc, into Leo in the 1st, supporting the watery theme going back to the 1967 first flight.

⁹ <https://www.nytimes.com/2019/04/11/business/boeing-faa-mcas-html>
<https://www.nytimes.com/2019/06/01/business/boeing-737-max-crash.html>

737MAX-8 FAA Certification

Natal Chart
 8 Mar 2017
 12:00 EST +5:00
 Washington DC
 38N54 077W02
 Geocentric
 Tropical
 Equal
 True Node



In Leo, in the 1st, is the Moon suggesting a centre stage performance regarding the safety of the MAX? We would not know this at the time. Coincidence does not happen in astrology – it's there for a reason. The two crash Moon degrees were also at the beginning of Taurus and Cancer. One is semi sextile, the other square to this FAA Certification Moon. We would not know this at the time in March 2017 either, but I believe this is the astrology telling us, if we care to look, how the Moon is connecting to this emotional timeline within the MAX story. The Moon here is square to Mars in the 10th and trine to Chiron at 24 Pisces in the 9th. It suggests difficult emotional energies expressed in public, along with a sense of deep philosophical wounding within the 9th house.

Connections to Boeing? The 1916 Boeing Chiron position is at 26 Pisces. Boeing will have a few difficult years to come as this FAA MAX Certification Chiron at 24 progresses over the Boeing Chiron. Venus here is conjunct the Configuration Uranus too, supporting the shock factor.

The Pisces Sun, at 18 degrees happens to be almost conjunct the Sun position for the Ethiopian crash in March 2019, (And is with the March 9th FAA Boeing Media Room announcement day) but again, we don't know this yet if it were March 2017. It is 135 degrees to Jupiter in the 4th, giving us an example of what

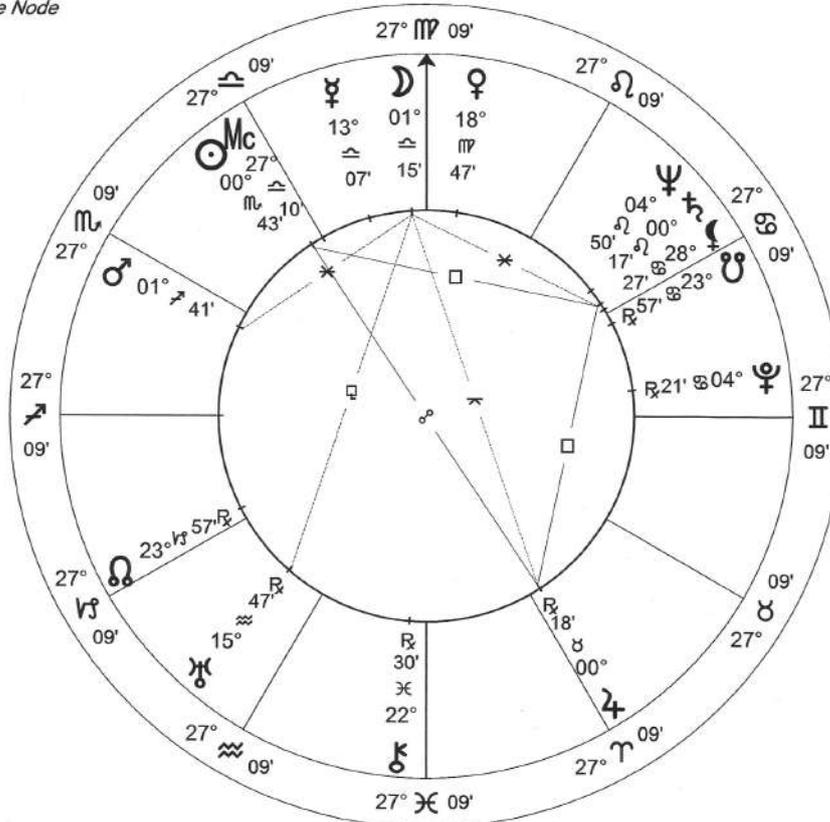
135 degree aspects mean. In this case, awkward growth, difficult growth, and growth as in expanding knowledge. (Up against black Moon refusal)

I hope you have noticed the black Moon position in this FAA chart – 2 Sagittarius again. 2 Sagittarius is very important here, because as I said, this chart is the one that says “The MAX is safe to fly in” and 2 Sagittarius pinpoints the degree where a ‘refusal to acknowledge’ issue can arise. That degree has come up already in the MAX story, and in this chart it forms the apex of a Yod, with Mars and the ascendant on the base, admittedly not exact numbers, but within 2 degrees. Does the black Moon house position mean anything? The 5th house of ‘self’ where we express our individuality? Is this the MAX expressing itself through this FAA chart? As a Yod, it has a lot of pushy, Mars in Aries energy, along with the emotional ‘self’ of the MAX, and that lot expressed through the black Moon makes for some emotionally messy revelations. The astrology is still talking. Curious to know if 2 Sagittarius resonated with the FAA ‘Birth Charts’ of 1958 and 1967, (Not shown) I found the dates, set noon charts and discovered that 2 Sagittarius is not aspected in those birth charts, though I didn’t check progressions and solar returns.¹⁰ This suggests it will not react within the FAA too deeply.

Let’s take a quick look at Boeing at this time, through progressions. A short term Yod with the pMoon – the Moon and Mars on the base, expressed through Jupiter on the apex. My feeling is that it reflects the Certification activity. The progressed south Node at 23/24 Cancer is about to cross the natal Sun at 23 Cancer. A change of company destiny, especially as the pSun has gone into a new sign, and Scorpio at that? Progressed black Moon will be conjunct the Boeing natal south Node in October 2018, the first crash month. There’s going to be turbulence ahead.

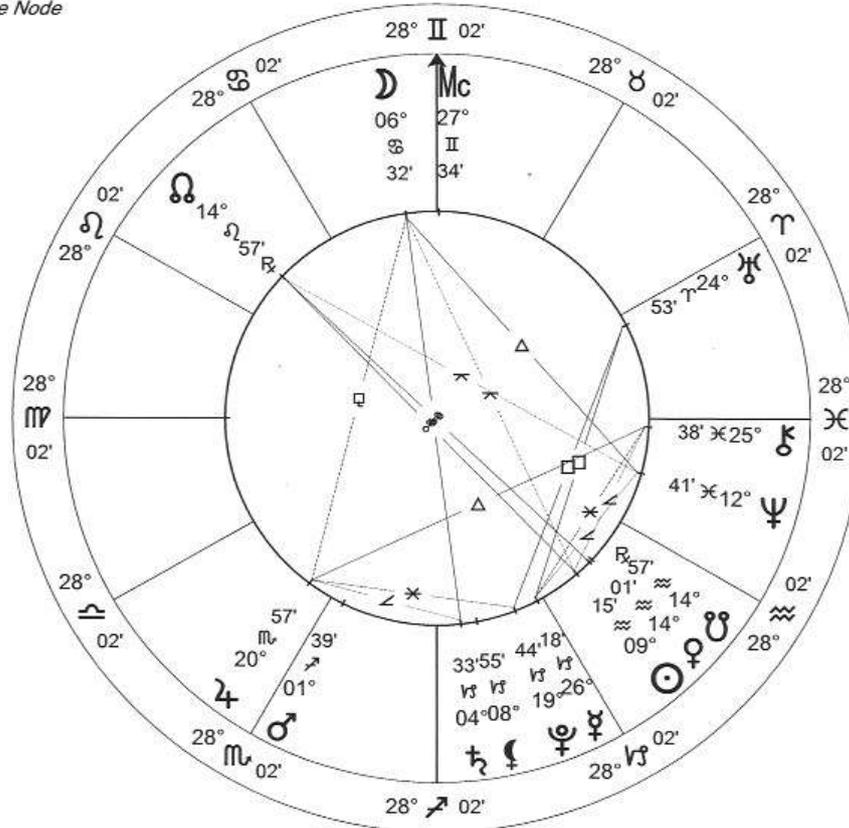
¹⁰ Federal Aviation Agency December 31 1958 Washington DC.
Federal Aviation Administration April 4 1967 Washington DC.

Boeing Incorporation
 Sec.Prog. SA in Long
 1 Mar 2017
 12:00 PDT +7:00
 Seattle WA, USA
 47N36 122W20
 Geocentric
 Tropical
 Equal
 True Node



The Solar return for the MAX First Flight, in January 2018 flags up an interesting year. Mercury, chart ruler is square Uranus, and sextile Chiron, which is on the descendant in the 6th. Explosive and shocking news? That sextile offers a vacant degree at 26 Leo. And a curious opposition: the Moon at 6 Cancer, opposite Saturn and the black Moon at 4 and 8 Capricorn, so right on the midpoint, and yet another black Moon contact. Do you think these degrees are going to be active, or that the astrology is highlighting the underlying 'refusal to acknowledge' issues? What is at 6 Capricorn on the MAX First Flight? The closest is natal Venus at 7.15. Does this mean the astrology is saying there is going to be a relating issue this year, caused by a refusal to acknowledge issue? (Supported by Saturn in Capricorn) The Solar return Mars is at 01.39 Sagittarius, so in the frame for 2 degrees and that Yod apex, and I find Jupiter at 20.57 Scorpio, which happens to be the Lion Air first crash ascendant degree in October, but we don't know this right now.

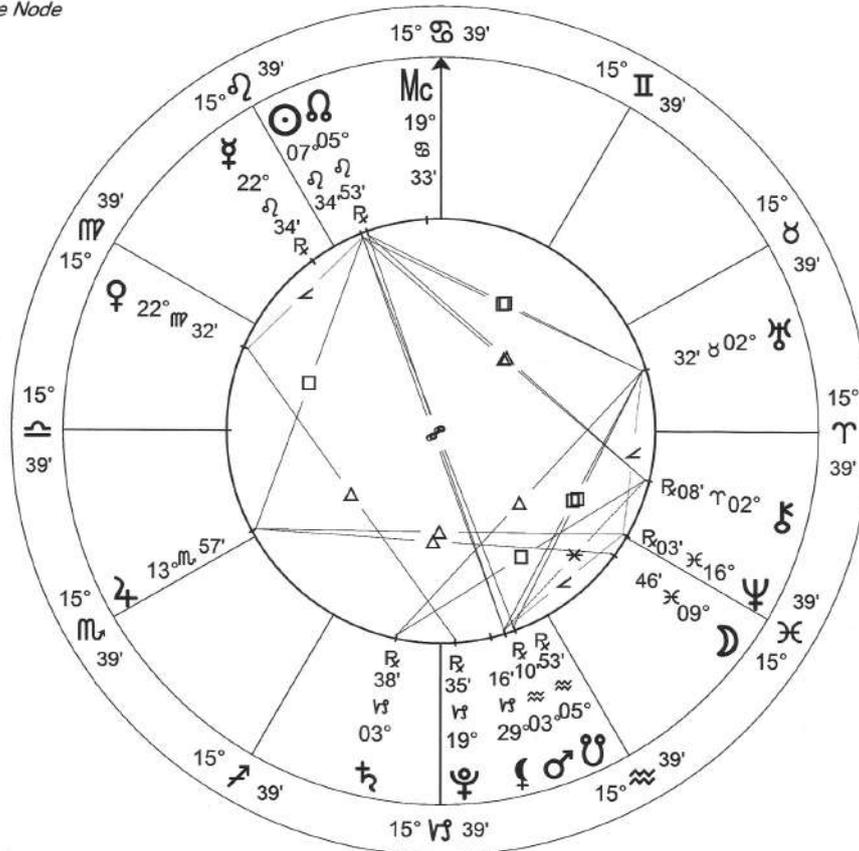
737 MAX ff
Solar Return
 28 Jan 2018 (±19 secs)
 21:24:32 PST +8:00
 Renton, USA
 47N29 122W12
Geocentric
Tropical
Equal
True Node



Now that we have the foundations to the MAX issue, let's see what the astrology has to tell us about exactly where and when the issue will reveal itself. It will be reverse engineering, because we know the aircraft, and to trawl through the astrology of hundreds already flying is beyond the scope of this article. The point here is that we will learn what to look for when predicting. I'm also going to put forward some further interesting new research and arguments about Yods and vacant degrees in this respect that I mentioned at the start. The FAA chart black Moon at 2 Sagittarius has special significance as I mentioned. I agree, the numbers are not exact, and are within 2 degrees of the black Moon, but curiously, the astrology is talking here. Since both later crash Moons also occupy the base of this Yod, at 29 Aries and zero Cancer it suggests that there will only be two losses, and let's hope so.

Part Two:
The loss of two aircraft.

Lion Air PK-LQP ff
Natal Chart
 30 Jul 2018
 12:00 PDT +7:00
 Renton, USA
 47N29 122W12
Geocentric
Tropical
Equal
True Node



PK-LQP, the Lion Air MAX-8 first flew on 30th of July 2018 at the Renton Plant.¹¹ With the knowledge of base charts, and comparing this first flight with them, gives real insight into this particular aircraft. The symbolic Noon chart, for a PDT zone gives us a 15 degree Libra ascendant. How unfortunate again. LQP is going to ring bells at Boeing. It's the crucial 15 degrees that matters, as it is exactly on the midpoint between the MAX First Flight Moon-black Moon and conjunct the 1916 Boeing Ascendant. It suggests that many MAX aircraft first flown with this ascendant degree at this time of year, embody this First Flight aspect handicap. At this point, we don't know what that handicap is. Pure 'refusal to acknowledge'.

Chiron also sits close to the Kittyhawk nodal axis, and the MAX actual time First Flight ascendant. A Libra ascendant makes the chart ruler Venus, and we find

¹¹ <https://www.airfleets.net/ficheapp/plane-b737ng-43000.htm> (And supported by other websites)

Venus at 22 degrees Virgo in the hidden 12th house, trine Pluto in the 4th house, *exactly conjunct the IC within 2 minutes of arc with my computation*. Again, rather unfortunate. To have these 12th house issues, and Plutonic energies lurking on the IC, the home, and symbolic place we feel at home in a chart, linked to a 12th house Venus with issues, suggests some difficult times and future for this particular aircraft. Pluto transforms, and put bluntly for aviation, transformation often means into many pieces. But when would it happen? This aircraft has yet to be delivered to an airline. And does that Venus position ring another bell? 22 Virgo you may remember, is the Jupiter-north Node conjunction for the MAX First Flight. Growth through an unpleasant event, linked to this 'refusal to acknowledge' evidence of black Moon positions? Why is the black Moon continually contacting in the base charts? At this point, we still don't know what the refusal is about.

My eye is also drawn to the Venus and Jupiter position – is the ascendant on the midpoint? There are 25 degrees between them, making the 'midpoint' 17 Libra. It's 23 from Venus to the ascendant, and 28 degrees between the ascendant and Jupiter, so splitting that difference yes, it is. And the descendant with Uranus and Chiron? Is the descendant on that midpoint? 13 one side, 17 the other, so 15 is in the middle of that so again, yes. I agree not exactly for astro dogma argument's sake, but this is astrology talking to you with these placements, especially as it's now an aircraft of interest. Many base charts have to line up for the energy to find a release in an event or air crash, and there is always going to be a bit of leeway. There is also a lot of tension around the nodal axis. The Sun sits 2 degrees off the north Node, and there is this messy and awkward placement around the south Node.

Let's focus on Mars for a moment. Mars is retrograde. Right now, it also sits on the midpoint between the black Moon and the south Node. It passed over the black Moon in May 2018 when going direct, and over the south Node before going retrograde in June 2018. It goes back over the Node and the black Moon before going direct again in August 2018, passing over everything again. Is Mars on the midpoint a key factor to trigger this particular aircraft in the later disaster? The black Moon position at 29 degrees Capricorn is very sensitive, as it is the 1916 Boeing Incorporation north Node position. The black Moon moves about a degree a week in the "actual position" that I use. So I could suggest that the 15 degree Libra ascendant 'hot' zone for MAX first flights combining this transiting black Moon is now mainly during July 2018, but this is open for further research. As are the closing black Moon and Node contacts – does this suggest a short life perhaps? The nodal axis is the eternal timeline, the lifeblood. The 'refusal to acknowledge' here is that life will be cut short? Something to consider.

So, as a first flight, not too good. But remember, if we were looking at this at the time, we would come to the same conclusion, without the knowledge of what was going to happen.

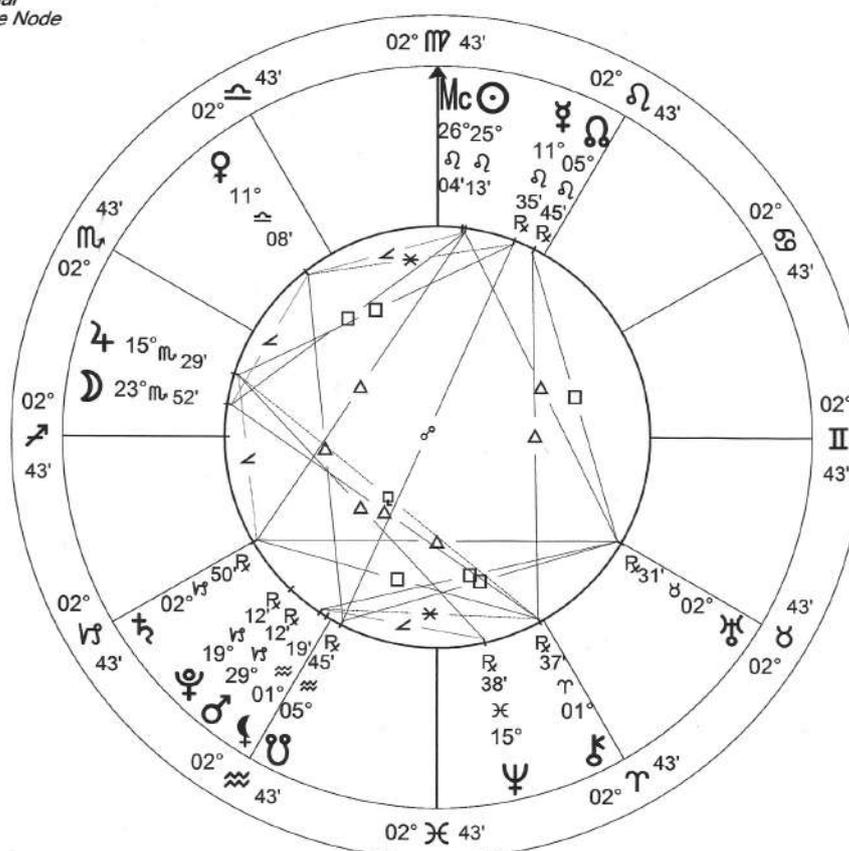
The next step in the story is usually the Delivery chart. But since the data for this is a little woolly as I am unable to tell if the date is when it left, or arrived for the ferry flight, I have used the first commercial service date. The Noon First

Commercial Service chart for PK-LQP was on the 18th of August 2018.¹² Its identity now becomes part of the airline timeline. Some future pointers perhaps regarding the black Moon node issue in the First Flight chart - the midpoint on this First Service chart between Mars and the black Moon is zero Aquarius. The south Node was at this position on the crash day at the end of October, suggesting to me the significance of this Mars-black Moon contact.

Retrograde Mars is now conjunct the Boeing Incorporation north Node. Is this aircraft going to drive the Boeing story in some way?

PK-LQP First service

Natal Chart
18 Aug 2018
12:00 SSUT -7:00
Jakarta
06S10 106E48
Geocentric
Tropical
Equal
True Node

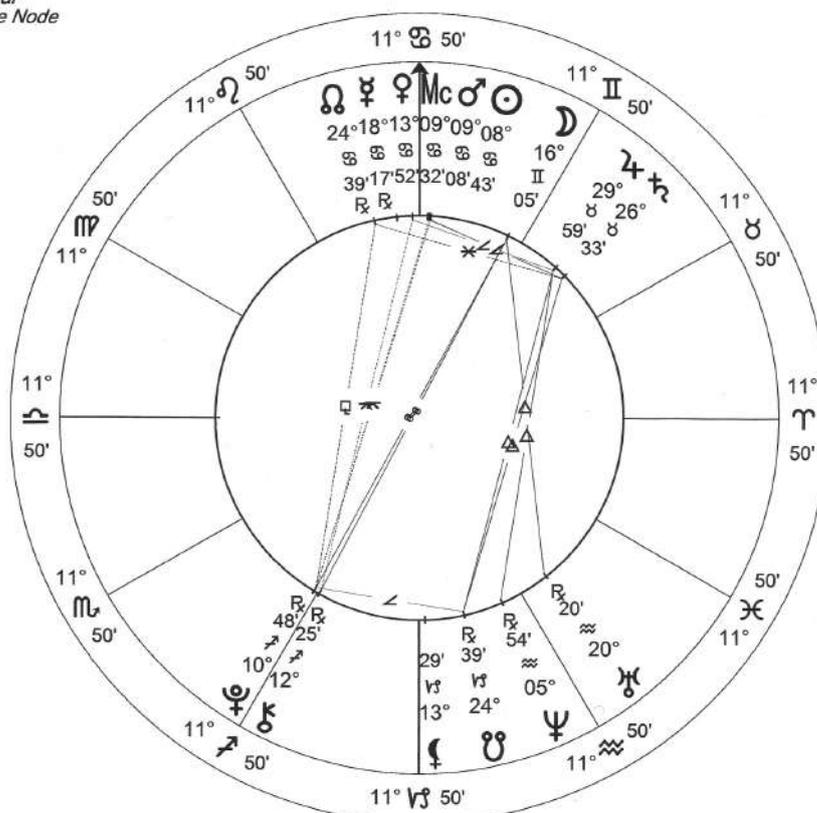


I hope you noticed that the chart has a 2 degree Sagittarius ascendant, and should start the warning bells ringing again with the flagged FAA position and Noon MAX First Flight. Does this single LQP out *within Lion Air*, as the chart is set for Jakarta? It's also pretty close to 'The Degree' of flight marking this aircraft as something special to do with 'aviation'. A Sagittarian ascendant means the chart ruler is Jupiter, and we find Jupiter in the hidden 12th, (again) trine to Neptune in the 4th, and 135 degrees to Chiron. The Sun is trine Kittyhawk Uranus, the Scorpio Moon is applying to a square to the Sun. Taken

¹² Aviation-safety.net (data for PK-LQP, supported by other websites such as www.airfleets.net)

together, and projecting a fated aircraft that ended its existence in water, we could say that this aircraft has intense emotional energy, the hidden issues involving 'growth' through the crash, involve the wounding of the MAX, and a sense of mystery and confusion, and disappearance. The disappearance is supported with the LQP First Service south Node conjunct the Airline¹³ birth chart Neptune, but this is retrograde astrology with the benefit of hindsight.

Lion Air Airline
 Natal Chart
 30 Jun 2000
 12:00 SSUT -7:00
 Jakarta
 06S10 106E48
 Geocentric
 Tropical
 Equal
 True Node

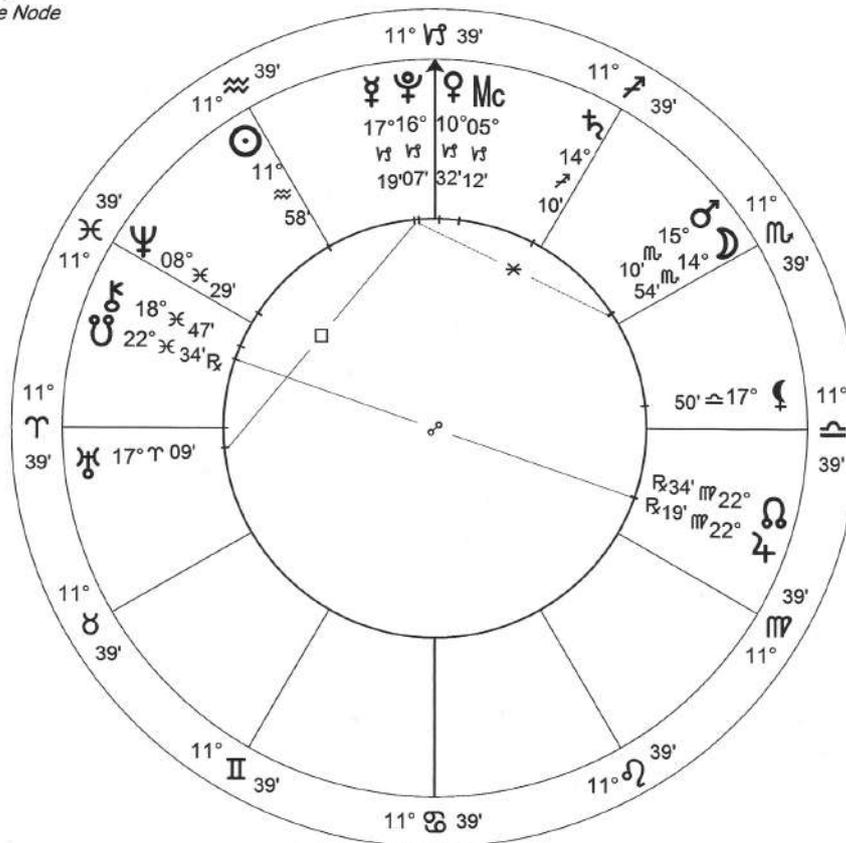


But there is more with the LQP First Service chart. I mentioned these 'vacant degrees' before, and have often noticed that two planets 60 degrees apart with no apex position - the vacant degree - on one chart, has this vacant degree filled on another, making this Yod over two charts. You can see the base of a Yod in the LQP First Service chart - the black Moon and Chiron. The apex here, 1 degree Virgo is empty. But crucially is filled by the 2013 Configuration Venus at 1 Virgo. Which connects to the Saturn position at 5 degrees Scorpio in that chart, and crash Sun degree in October 2018. Does this aspect single LQP out do you think?

¹³ Data from Lion Air website.

With Jupiter, the August 18th LQP First Service chart ruler here at 15 degrees Scorpio, it reveals more with this MAX issue. Let's look at base charts and future dates. 15 degrees Scorpio in October 2018, the first crash month, is conjunct the progressed Moon position of the October 1st progressed MAX First Flight, (ff) which is also conjunct Mars. The Moon is within 15 minutes of being exact on October 1st. By the 30th of October, crash day, it is, being just a few minutes past. It connects with the Lion Air crash ascendant minute. That wasn't at 15 but 22 Scorpio. 7 degrees is 28 minutes in clock time. It suggests to me, that *"something" triggers at about 6am that crash morning, linked to the 'refusal to acknowledge'*. And this progressed chart ascendant is at 11 degrees Aries, the black Moon natal position for the 737-100 first flight in 1967. That original black Moon position will come to light this year. Doesn't this speak volumes for the MAX astrological prediction?

737 MAX ff
 Sec.Prog. SA in Long
 1 Oct 2018
 12:00 PDT +7:00
 Renton, USA
 47N29 122W12
 Geocentric
 Tropical
 Equal
 True Node

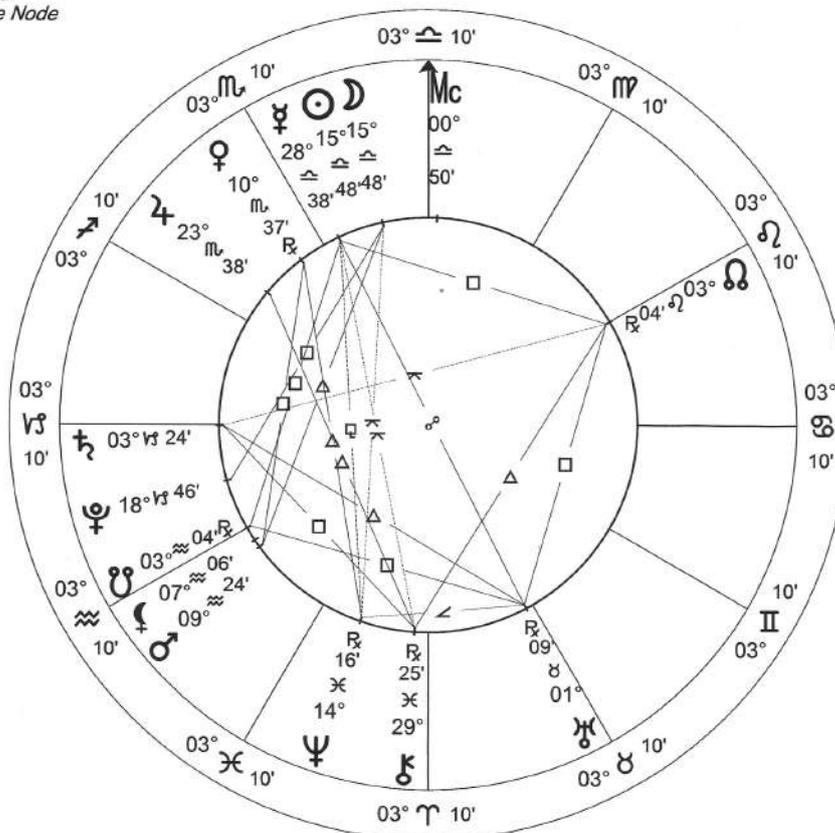


As this aircraft was lost before its first birthday, and less than 3 months after the delivery chart, we don't have any solar returns, and progressions would only affect the Moon, but the base charts we have offer a fragile future. I don't have

the scope here to go into prediction details, but I will focus upon new Moons or Lunations as a monthly trigger and location.

So, the new Moon in question? The Lunation of the 9th of October 2018 set for Jakarta, is at 15 degrees Libra. More unfortunate revelations. A position you should be familiar with by now with this aircraft's first flight ascendant at Renton, the midpoint of the MAX First Flight Moon-black Moon conjunction, and Boeing 1916 ascendant. This puts this particular aircraft in the frame this month.

New Moon
Natal Chart
 9 Oct 2018
 10:45 SSUT -7:00
 Jakarta
 06S10 106E48
Geocentric
Tropical
Equal
True Node

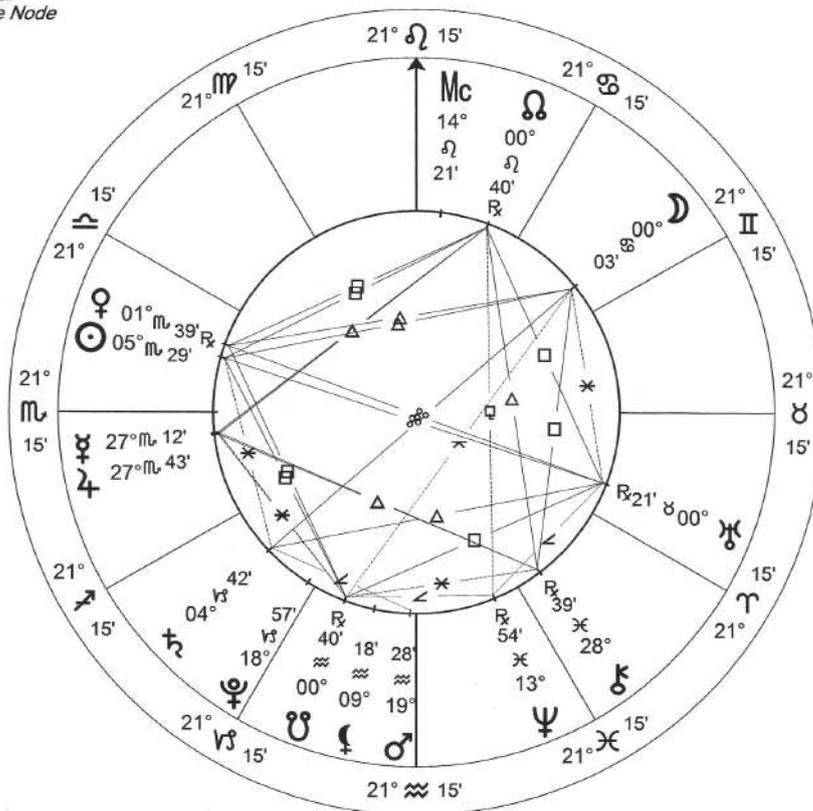


The new Moon ascendant, also very important signifying a location, is at 3 degrees Capricorn. Saturn is also at 3 degrees. And LQP's First Flight chart Saturn position back in the end of July was at... 3 degrees Capricorn. Saturn in Aviation Astrology appears to be associated with 'structure' and so fuselage etc with an aircraft, so would suggest this aircraft's structure this month is highlighted *in this location*. The ascendant is also square the LQP First Service Chiron at 1 Aries. With a whack like this, including that First Service-Configuration Yod over 2 charts, I think it offers even stronger evidence to put LQP in the crosshairs this month.

But what day? Now it gets very complicated if we were in prediction mode, so I'll cut to the reverse engineering mode. Nothing occurred within the first two weeks, so would have begun a nail biting time for the remainder. The transiting Moon even passed over the crucial 2 Sagittarius degree without mishap. Is the astrology talking again in that case? Is it telling us that there is an even stronger contact to come before anything untoward happens? The Full Moon on the 24th provided a Moon - Uranus conjunction at about zero Taurus. I mention this, because the LQP First Service chart Mars 29 Capricorn - black Moon 01 Aquarius aspect is exactly square to this, and the full Moon is exactly on the midpoint between Mars and the black Moon. I think this full Moon was significant and had to occur to build the energy. But as a chart, it doesn't seem to provide the trigger for the day or the hour, that seems to be in the base charts. So what was the final contact? Since this article is looking at the black Moon, it's only apt that the transiting black Moon at the crash moment is conjunct the MAX First Flight Sun, and is just 3 minutes of arc past, Sun at 9.15 and black Moon 9.18 Aquarius. 3 minutes of arc represents 5 hours in real clock time, but as I mentioned before, not everything has to be exact. Is the black Moon providing the trigger for the day in that case?

Lion Air 737MAX crash

Natal Chart
29 Oct 2018
06:31 SSUT -7:00
Jakarta
06S10 106E48
Geocentric
Tropical
Equal
True Node



PK-LQP crashed on October 29th 2018 at 06.31 LZ near Jakarta. (-7 GMT) 187 souls lost their lives. The flight lasted 11 minutes.

Let's look at the crash chart. The crash is the release of all the base chart energy, and becomes another chart in the timeline. The ascendant is at 21 Scorpio, so the chart ruler is Pluto. We find Pluto at almost 19 Capricorn, and is unaspected in the chart in the 2nd house. The ascendant is almost on the LQP Delivery Moon at 23 Scorpio. It could provide a 'minute' for the tragic event, but being 8 minutes out from the 15 degree conjunction on the progressed chart may reflect a take-off delay. (And did) I think, with this short flight, the take-off time should also be considered as a possible minute, as the crash was the effect not the cause. Take-off was 06.20LZ. The scheduled take-off time was 05.45LZ. The delay was due to 'issues' with erroneous airspeed readings, an engineer fixing this, and the replacement of an AoA sensor the day before. Clearly for the astrology, LQP was in the mire of black Moon territory.

I check progressions and solar returns for this crash ascendant degree, and see that the 1967 737-100 progressed Neptune is at 22 Scorpio. That -100 current Solar Return for 2018 has Jupiter at 21 Scorpio. The MAX First Flight progressed to October 1st has the pMoon almost on pMars at 14/15 Scorpio as I mentioned. The crash ascendant would have been crossing this 15 degree progressed conjunction just after 6am close to take-off time. More evidence for the minute? The actual progressed positions for October 30th have the pMoon at 15.22 and pMars at 15.13 on the crash day, offering a 'window' of this degree for several days.

The black Moon finally forces the "refusal" issues to the surface with this first tragedy, but they still won't be fully acknowledged. It will take a second tragedy, and the MAX will be grounded as the refusal issue reveals the problem is pandemic with the MAX. Therefore, there is no quick fix. The process of acknowledgement will take months. The black Moon goes deep.

So what was actually happening on that flight? *How was the black Moon revealing?* The Lion Air pilots found themselves in a very difficult 'pitch' situation, that they *thought* was a 'Stabiliser Runaway' problem, a known issue, and they fought hard to resolve it. The previous Lion Air flight on the 28th with the same aircraft we understand had similar issues, and disaster was averted by a pilot switching the electric Trim Stabiliser motor off, so MCAS could not function.¹⁴ The faulty AoA sensor was also replaced. These black Moon issues then, had started the day before, the 28th, as the transiting black Moon was *applying* to the MAX First Flight Sun, still on 9 Aquarius. That's pretty conclusive for a black Moon argument isn't it?

I just mentioned, *and revealed* MCAS for the second time. The black Moon now reveals that MCAS is at the heart of the MAX 'refusal' issue. This onerous acronym stands for "Maneuvering Characteristics Augmentation System" and was designed by Boeing to work in the background, and probably never be needed within normal flight operations, according to Boeing. So pilots had scant knowledge about it. It was designed to prevent a high nose up attitude in certain flight situations with the new MAX design, by over riding pilot input and pushing

¹⁴ http://knkt.dephub.go.id/knkt/ntsc_home/ntsc.htm 20181029-0_PK-LQP_PRELIMINARY.pdf

the nose **down**, and to make this latest 737 handle like all the previous 737's, so pilots could easily fly it *without further training*. This is what Boeing's media lead had to say to me after the second tragedy on April 29th 2019 regarding MCAS:

Here's what I am able to share below. Additionally, we have a website with all our publicly available information on MAX here:

<http://www.boeing.com/commercial/737max/737-max-update.page>

The Maneuvering Characteristics Augmentation System (MCAS) is a flight control law implemented on the 737 MAX to improve aircraft handling characteristics and decrease pitch-up tendency at elevated angles of attack.

It was put through flight testing as part of the certification process prior to the airplane entering service. MCAS does not control the airplane in normal flight. It augments the stall recovery characteristics of the airplane in a non-normal part of the operating envelope.

The 737 MAX was certified in accordance with the identical FAA requirements and processes that have governed certification of previous new airplanes and derivatives. The FAA considered the final configuration and operating parameters of MCAS during MAX certification, and concluded that it met all certification and regulatory requirements.

That was the theory. In practice, MCAS *as fitted at this time*, as I understand it, now relied upon the reading from a single 'Angle of attack' sensor for each pilot, one on each side of the nose outside, to determine if the nose was too high. A vane that changed angle with the airflow to sense if the aircraft was nose high or low, or level. But crucially, with one faulty 'angle of attack' sensor, sending an *incorrect* message to MCAS saying "the nose is too high" when in fact the aircraft was actually flying level, *MCAS would over ride the pilots and still push the nose down*. According to some pilots,¹⁵ and the NY Times article mentioned before, MCAS could move the tail stabiliser, (the complete horizontal tailplanes, not the elevators) to push the nose down many times faster than the pilots could move the stabiliser nose **up** when MCAS stopped, using the manual trim wheel or electric motor on the yoke to arrest that nose down. And thousands of feet are lost every time to recover, until you run out of height.

If aviation astrology interests you, I would recommend you read the official Lion Air and Ethiopian crash reports because you will get an idea how the astrology and the aviation connects to see both sides of the coin. They are written in plain English for all to understand. On the one side we have the black Moon now revealing the 'refusal' issue, and on the other, how that reveal was happening. The poignant issue here is that, in my opinion with the astrology, Boeing are still refusing to acknowledge in the sense that this issue is still buried in their subconscious, and it will take a second tragedy before this issue is forced into the conscious mind, and they finally admit publically that MCAS was the cause. I am not suggesting in any way that they knew that MCAS was capable of

¹⁵ <http://www.pprune.org/rumours-news> 'Max's return delayed by FAA reevaluation of 737 safety procedures'. May 28th 2019 #35

crashing an aircraft prior to the Lion crash, I am showing you what the astrology is saying, and trying to say. So why would it take two disasters? Why couldn't Boeing work out that MCAS as fitted was going to cause this issue? Why was it fitted in the first place, as previous 737's did not have it fitted? We find ourselves in no mans land between the black Moon subconscious and the conscious mind. And that 1967 Pluto-Mercury opposition.

And on a side note, progressed Boeing Incorporation for October 2018 has pMars at... 2 Sagittarius, reinforcing this Yod apex yet again. This crash Moon forms one side of the base. The second crash Moon will be on the other. Have a breather, and go over the astrology again if you want before we take the next step with the second tragedy.

Boeing Incorporation

Sec.Prog. SA in Long

1 Oct 2018

05:27:27 PDT +7:00

Seattle WA, USA

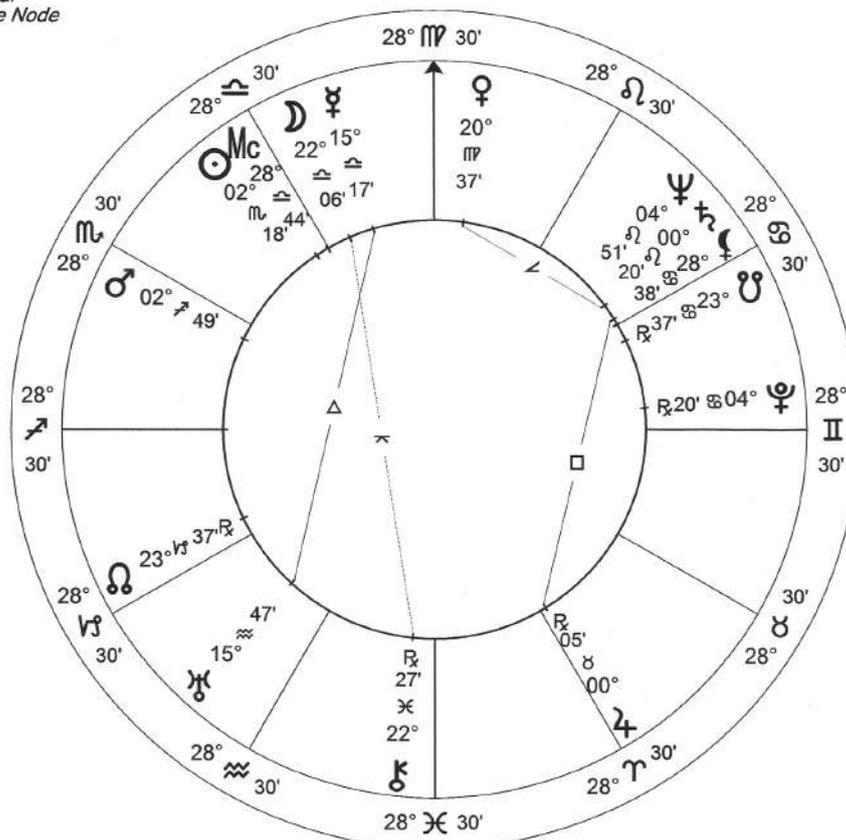
47N36 122W20

Geocentric

Tropical

Equal

True Node



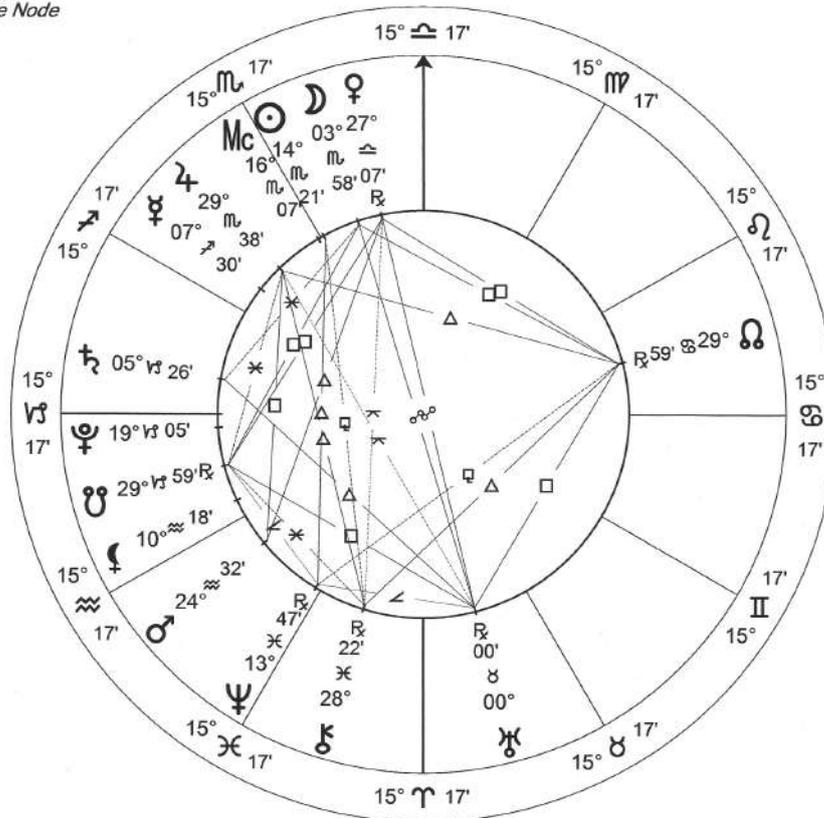
Boeing were not slow in seeking answers to the Lion Air crash. On November the 6th, they issued a Flight Bulletin to MAX operators.¹⁶ They appeared to know that it was a pitch issue with the Stabiliser. That much was obvious from the erratic

¹⁶ Boeing Flight Crew Operations Manual Bulletin ETH-12. Issued November 6 2018

up and down flight path of the aircraft from radar records and websites. So they issued a solution; to switch off the Stabiliser motor should the situation happen again. It was suggested that it was an 'uncommanded' pitch input, or 'stabiliser runaway' issue. No specific mention of MCAS.

Boeing Flight Bulletin

Natal Chart
6 Nov 2018
12:00 PST +8:00
Seattle WA, USA
47N36 122W20
Geocentric
Tropical
Equal
True Node



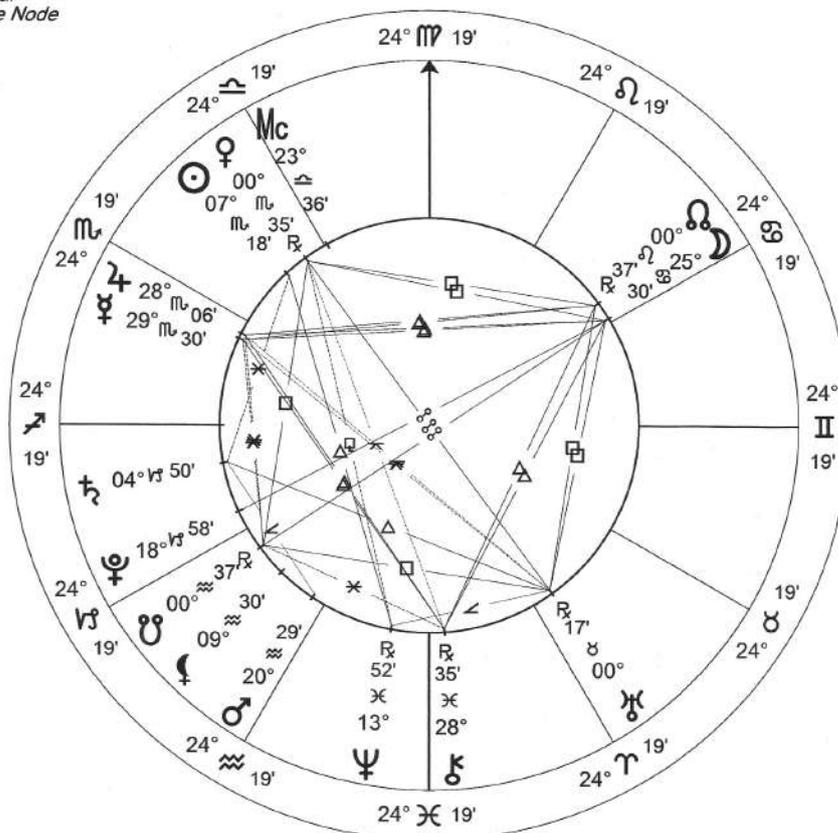
The alarm bells were now ringing loud and clear, and the FAA also issued an 'Emergency Airworthiness Directive' a day later on the 7th¹⁷ regarding the uncommanded pitch issue. The Noon chart is about an hour before a new Moon at 15 Scorpio, which is almost on Boeing's natal north Node. This issue was giving quite a hit to Boeing. The FAA chart is similar to the Boeing one the day before, with the exception of that Pluto – south Node placement. In the FAA chart, the ascendant is 24.40 Capricorn, and sits exactly on the midpoint. It suggests to me that the FAA were also very anxious indeed about this first tragedy.

¹⁷ FAA Emergency Airworthiness Directive 2018-23-51

It is no coincidence within astrology that the second crash aircraft, ET-AVJ first flew the day after PK-LQP crashed, as the cause was still not fully addressed. The First Flight of ET-AVJ was on October 30th at Renton¹⁸. The Noon chart has a Sagittarian ascendant (Still PDT until November 4th) and so the chart ruler is Jupiter, which is found at 28 Scorpio in the 12th house. Still hidden issues. The black Moon is still conjunct the MAX First Flight Sun. In many ways, this chart is similar the Lion Air crash; Jupiter is still in a grand trine to Chiron and the Moon is now applying to the north Node suggesting, at this moment in time, issues to do with destiny with this aircraft, are highlighted in this chart. Is it fated? How can we tell?

ET-AVJ 737Max ff

Natal Chart
 30 Oct 2018
 12:00 PDT +7:00
 Renton, USA
 47N29 122W12
Geocentric
Tropical
Equal
True Node



To answer that we have to compare the first flight of AVJ to our base charts again. Comparing the MAX First Flight, we have the already known AVJ black Moon position conjunct the Sun, which is big enough, but is there more than we have already seen with the Lion Air crash? Is that MAX First Flight 13-17 Libra Moon-black Moon aspected? No. Comparing the Configuration to AVJ First Flight,

¹⁸ www.aviation-safety.net

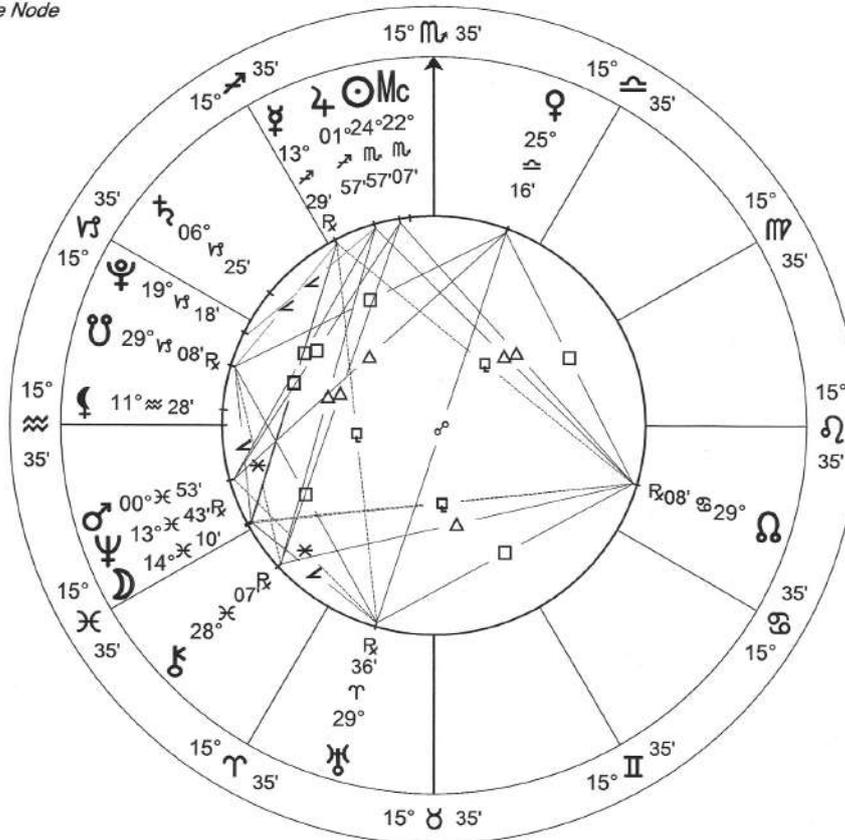
AVJ Neptune is conjunct Configuration Chiron, and perhaps the strongest contact, is the AVJ black Moon and Mars here in the second house. Early to mid Aquarius degrees are into Kittyhawk territory. You have already seen the black Moon contacts to the Kittyhawk chart, so I think the astrology is talking here again with AVJ. We have some evidence here to support a fated aircraft.

When we look at the First Service¹⁹ chart for AVJ the 'refusal to acknowledge' issues are clearly flagged. Does that 15 degree Aquarius ascendant ring a bell? Yes, it's the Kittyhawk black Moon position, and probably the strongest aspect of the chart. The AVJ black Moon is on the ascendant in the 12th, as you would expect by now, supporting this Kittyhawk issue. It has moved off the MAX First Flight Sun, and now sits at 11.28 Aquarius. An Aquarius ascendant makes the chart ruler Uranus, and Uranus is in the 3rd house, exactly square to the nodes, and almost opposite to Venus, which is not applying as it is retrograde. Uranus, chart ruler, lights up the grand cross we saw with the Flight Bulletin charts, with pretty fundamental energies of destiny and shock and relating. It's either going to be picked out as a star MAX performer, or the opposite side of the coin.

¹⁹ www.aviation-safety.net

ET-AVJ First Service

Natal Chart
 17 Nov 2018
 12:00 BAT -3:00
 Addis ababa
 05N45 038E20
*Geocentric
 Tropical
 Equal
 True Node*

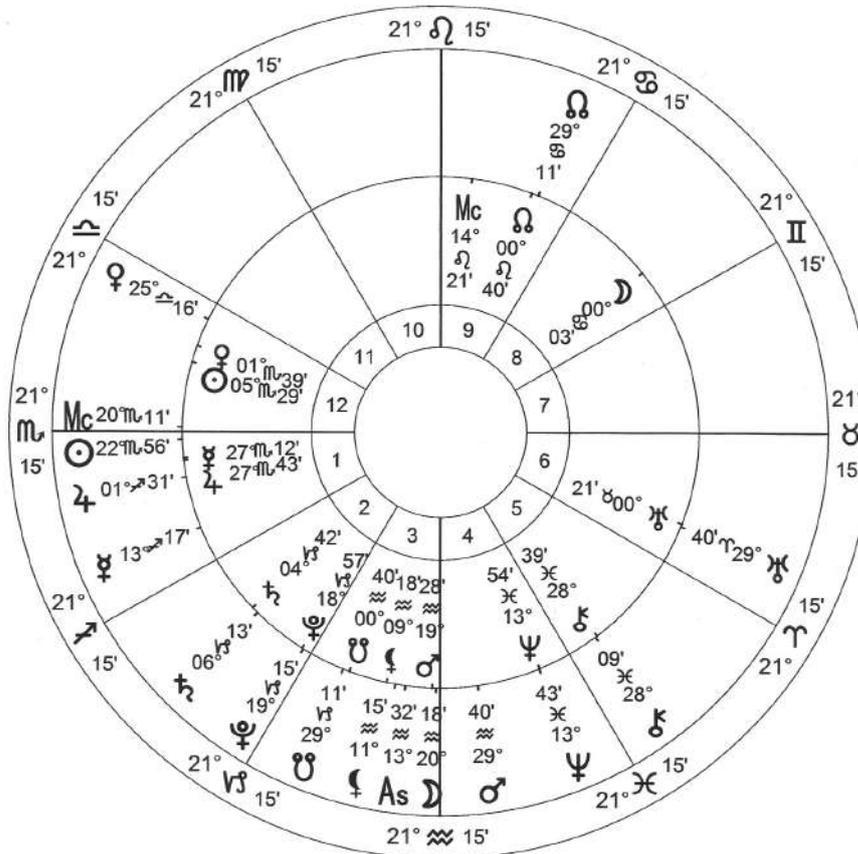


I'm not sure how to interpret a 3rd house Uranus in relation to aviation astrology. Journeys certainly, but some quite long, not short in this 'Gemini' house. Uranus is 135 degrees to Mercury in the 10th suggesting sudden, difficult shocking public news. Another example of a 'difficult' 135 degree aspect? Uranus is sextile to Mars, making a vacant Yod degree at 29 Virgo. Does this aspect suggest a sudden event, shock or end? Flag up the Uranus position at 29 Aries please, because it's the next crash Moon position. Uranus is 45 degrees to Neptune, suggesting idealism within technology on the one hand, and deception and confusion on the other. Is it talking about MCAS?

The Configuration Moon is also at 15 Aquarius, bringing this aircraft into the frame as regards the 'refusal to acknowledge' and wider aviation issues. Does this focus it as a special aircraft? I can't see any major aspects to the MAX First Flight. To go slightly off the path, when I used the woolly "Delivery" data, of the 15th of November, it produced an interesting 2 wheel chart with the Lion Air crash.

Inner Wheel
Lion Air 737MAX crash
 Natal Chart
 29 Oct 2018
 06:31 SSUT -7:00
 Jakarta
 06S10 106E48
 Geocentric
 Tropical
 Equal
 True Node

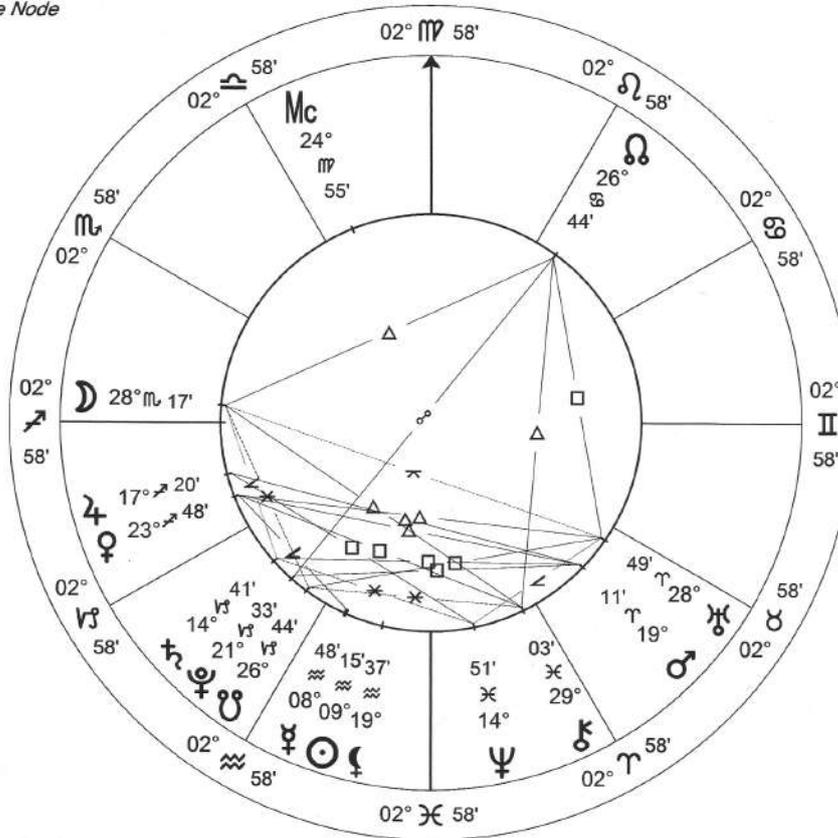
Outer Wheel
ET-AVJ delivery
 Natal Chart
 15 Nov 2018
 12:00 BAT -3:00
 Addis ababa
 05N45 038E20
 Geocentric
 Tropical
 Equal
 True Node



Yes, I'm mixing Noon and actual time again, but what I see is no coincidence. The Lion crash 21 degree Scorpio ascendant sits exactly between the AVJ Delivery Sun and MC at 20 and 22, making a 20-21-22 aspect. This is astrology talking again, and suggests to me the 15th is the correct data for Delivery, and makes a strong case for this aircraft to suffer a similar fate. And for those of you who still don't like to mix actual time and Noon charts, a Noon Lion Air crash chart with the Noon Delivery provides us with an 08.52 Aquarius ascendant, with both chart black Moons lying across the ascendant. Astrology talks. But with no AVJ First Flight or First Service black Moon - Node contacts, can we say if its life is going to be short or long? Like the Lion Air aircraft, it won't exist after 4 months.

In January 2019, the transiting black Moon is crossing the Kittyhawk ascendant. If there are any major 'refusal' issues in aviation generally, they stand a good chance of coming to the surface about now. That's the subtext to the MAX First Flight solar return for January 2019 for the coming year.

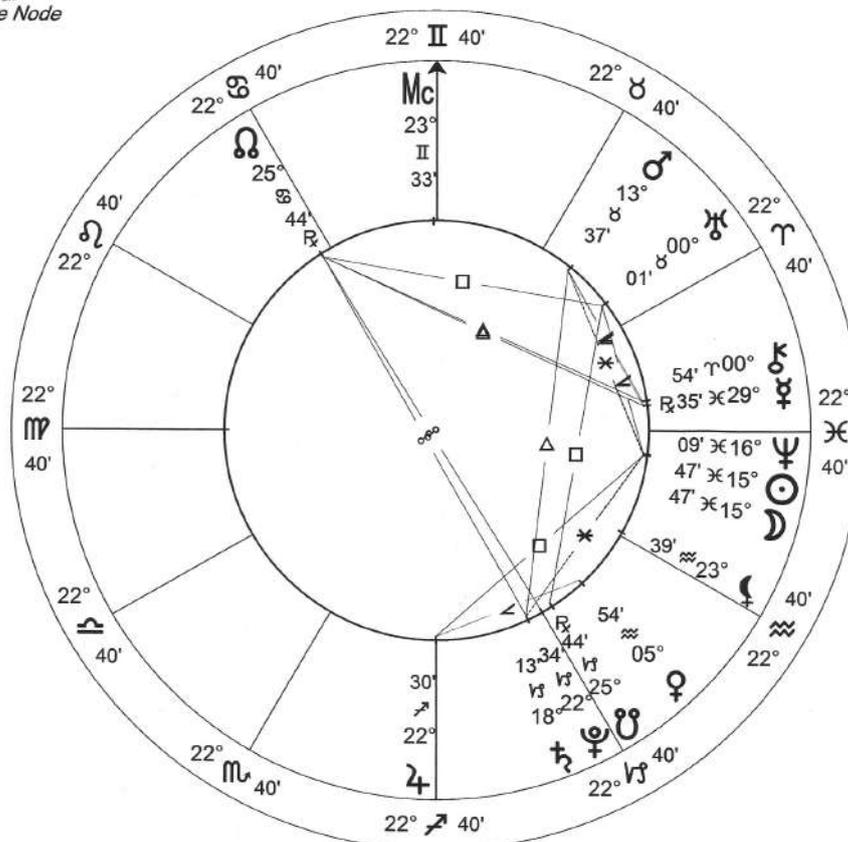
737 MAX ff
Solar Return
 29 Jan 2019 (±19 secs)
 03:16:27 PST +8:00
 Renton, USA
 47N29 122W12
Geocentric
Tropical
Equal
True Node



You spotted the 2 Sagittarius ascendant I hope. Some interesting contacts with the solar return. Jupiter, chart ruler this year is in the 1st, and square Neptune in the 5th, and trine Mars in the 6th. It could suggest great difficulties and confusion mixed with this Neptunian idealism in the MAX's identity, and energy to keep stirring this in the working 6th. The reveal has begun, and with the 2 Sagittarian ascendant, seems to be bringing things to a head this year. The Moon in Scorpio is applying to this degree giving a sense of emotional isolation in the 12th, grief and emotional intensity as well as this feeling of inevitable exposure of this refusal issue surrounding 2 Sagittarius. The keen eyed amongst you will have spotted the sextile – black Moon 19.37 Aquarius – Mars 19.11 Aries. We have a vacant degree in this chart of 19 Virgo. I would be looking at base charts to fill it.

If I have made a case for this AVJ particular aircraft, the question is when, and where? Since I know the crash month, I know which new Moon, but if in prediction mode, the answer to when and where would have been more difficult with this second tragedy.

New Moon
Natal Chart
 6 Mar 2019
 19:02:08 BAT -3:00
 Addis ababa
 05N45 038E20
Geocentric
Tropical
Equal
True Node



The March 6th new Moon is at 15 Pisces. Set for Addis Ababa. It is 150 degrees from the last crash Moon month. Does it contact anything on our AVJ First Flight and First Service charts? The new Moon degree happens to be almost conjunct the Moon position for the AVJ First Service chart. It contacts the AVJ First Flight Neptune, within a degree, at Renton. Neptune is a slow moving planet, and contacts many of our base charts, including several new aircraft first flying at this time. And a new Yod here with the AVJ chart with these two new Moons forming one 150 degree side: What is at 15 Leo, the vacant degree in this AVJ First Flight chart to make the base? Would the Lion crash MC position of 14.21 Leo interest you? Is this new Moon suggesting another tragedy month?

However, '15' is a degree we've come across many times in this story. And then I remember the 13-17 Libra aspect of the Moon – black Moon for the MAX First Flight, and realise this one side of a Yod has been given special attention this month. Time to explore Yods again, and put forward some new arguments for prediction, so take a deep breath. Put that first Yod with the Lion MC Leo position to one side. Here is a second Yod over three charts; 15 Pisces new Moon, the MAX First Flight 15 Libra position, and now a new degree at 15 Taurus on this AVJ First Service chart, currently empty. But on the crash day, is occupied by transiting Mars at 16. This Pisces Moon therefore is giving us the

crucial month, and Mars transit approximate day in that case, not only joining the two crash month new Moons, but also linking to the MAX First Flight. Extraordinary.

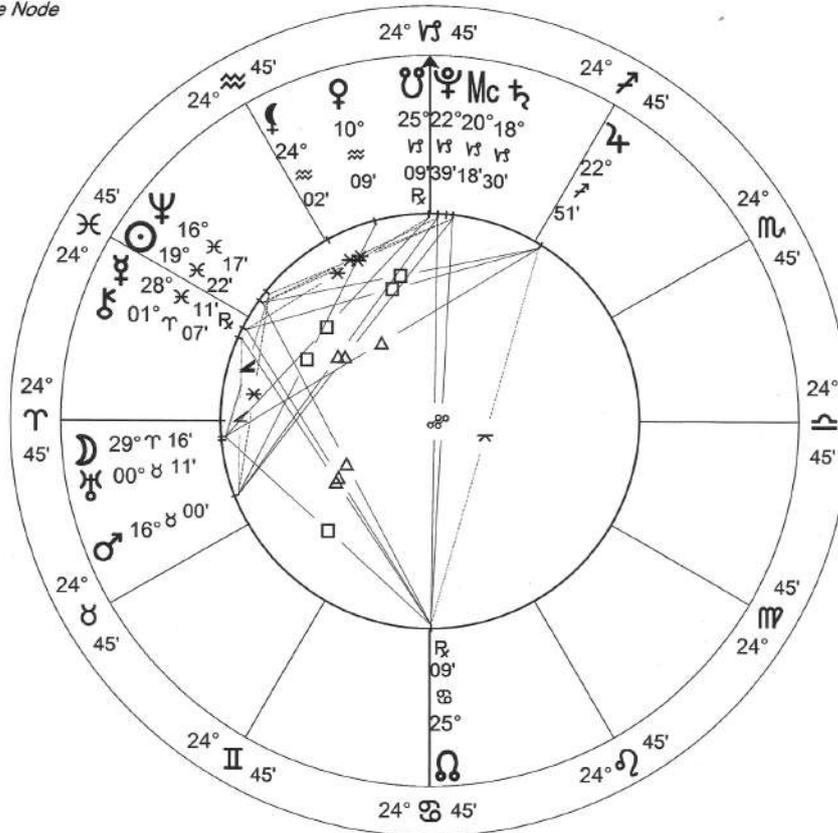
But while we're here, let me take you just a little deeper into the astrology, and discover insight into prediction. There is yet another Yod over three charts with this AVJ First Flight and First Service charts; Only Pluto here is currently visible at 18.58/19.18 Capricorn, the keystone 'transforming' aspect of the Yod. On the crash day, offering more evidence for the day, the Sun at 19 Pisces forms the base, and the apex at 19 Leo is the Kittyhawk descendant degree. Now I fully agree this is a complex way of looking at the astrology, akin to 3 tier chess, but if the custom software was available, then it would have flagged up the crash day, and made life much simpler for the astrologer doing it manually.

So what else is at 15 Pisces? The Ethiopian Airline charts, (Not shown)²⁰ natal, solar return and progressed have some connections to the 15 degree Pisces new Moon position: progressed March 1st has Chiron 150 degrees in Libra, and yes, connecting the airline to Boeing at this time, and for the solar return, conjunct Neptune, especially as Neptune slowly transits across this degree on many base charts.

The MAX First Flight solar return for January 2019 has Neptune at 14.51 Pisces for example. The FAA Certification progressed for March 2019 puts the pMC at 15 Pisces. While we're here at the progressed FAA chart, another Yod connects – pUranus at 22 Aries forms the apex, (Make a note of this degree please) and on the base are AVJ Delivery Sun on the 15th of November (Page 35) at 22 Scorpio, and on the other side, the March Moon ascendant set for Addis Ababa at 22 Virgo. Does this support the *location* of the next event with the new Moon chart for Addis, and crucially another connection to AVJ? This is the sort of detail you have to find.

²⁰ Ethiopian Airlines April 8th 1946. Addis Ababa. Symbolic Noon time. From Airline web data.

Ethiopia 737 MAX crash
Natal Chart
 10 Mar 2019
 08:44 BAT -3:00
 Addis ababa
 05N45 038E20
Geocentric
Tropical
Equal
True Node



On March 10th, the aircraft, AVJ, had recently arrived on a previous flight from Johannesburg. From reports, there were no issues with the aircraft, and it was prepared for the next flight to Nairobi. Many passengers worked for the UN, and were going to Nairobi for a UN conference on the environment. The aircraft accelerated down the runway normally, and took off normally. The time was 08.38LZ. Up until this moment, everything was normal. Yet seconds after it left the ground, the 2 AoA sensors, 1 on each side of the nose outside, started to disagree and show 'erroneous' readings, as per the Lion flight according to the preliminary report from the Ethiopian Investigators.²¹ One showed a 74% nose up, the other 15%, and the values kept changing. There were also erroneous 20-25kt differing airspeed reading displays between the captain's side and the first officer's, leading to further control problems. No reasons are given for these 'erroneous' readings. This was enough for MCAS to first warn the pilots, and then initiate a nose down change of pitch, even though they were trying to climb normally. The crew were faced with the MCAS trim crisis, but were not aware that MCAS was causing the flight control problem. They thought it was the

²¹ Federal Democratic Republic of Ethiopia. Ministry of Transport. Aircraft Investigation Bureau. 20190310-0_B38M_ET-AVJ_PRELIM.pdf

'Stabiliser runaway' issues, highlighted by Boeing in their February flight bulletin, and correctly followed the new Boeing directive to switch off the electric power to the Stabiliser trim as a last resort.

After six minutes, they were unable to control the aircraft safely in pitch, and were returning to the airport. They had abandoned the idea to climb to the cruise height, and decided to maintain 14,000 feet. Unfortunately, from the report, they were understandably in a difficult situation during the last few minutes, but were calm and trained to deal with it, and were following that training. After turning the Stabiliser power off, and maintaining almost level flight, somehow turned it on again very briefly on two occasions. The Angle of Attack sensors were still giving different readings, one saying very nose high when the nose was now level. With the power briefly on, that was all the MCAS needed, and it kicked in again after 5 seconds as designed, and put the aircraft in a nose down pitch. The pilots tried to keep the nose up and lost the battle. Another 157 Souls were lost as the aircraft impacted the ground at high speed. The Moon is sextile to the Lion crash Moon, and the Yod apex as I mentioned is at 2 Sagittarius, featuring in base charts. Although 2 Sagittarius is empty in the crash chart, tChiron is square to it.

If the first crash was a disaster, the second crash was a hammer-blow for Boeing. Clearly, their modified handling technique with the February bulletin was not a solution, and what was possibly needed was a major re-design. Would they go that far? As at May 2019, they were still focused upon a software solution.

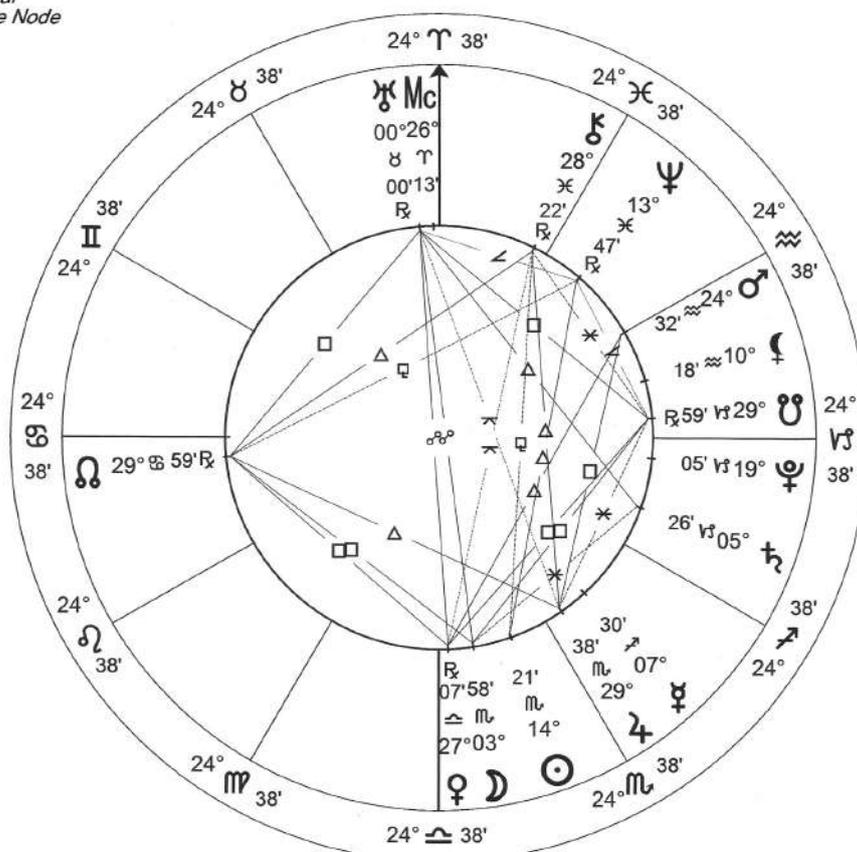
Six minutes of flight suggests a special ascendant degree doesn't it? Well, it does to me. The crash time puts the ascendant at 24.45 Aries. And yet, contacts to 24 Aries are difficult to find in all the base charts, except the FAA Certification progressed, the crucial 'safety' chart for the MAX where it goes head to head with the black Moon. The FAA Certification progressed to 1st March 2019 has Uranus at 22 Aries, a degree I asked you to flag up as the apex of this crucial Yod. That Yod was activated at that moment as the ascendant passed over that apex degree. They would have been taxiing out to the runway. Technically, it would not be an 'aircraft' until it left the ground and flew, with the instruments coming alive with the airspeed, and is a possible reason why there were no erroneous readings until that moment, but this is my supposition. Certainly no airspeed, and therefore no ability to see the different readings, but I am not technically aware of what the AoA sensors would be saying as it taxied.

But another chart comes into play at this moment. A few pages back, page 31, I mentioned the Boeing Bulletin on November 6th 2018. This chart was in many ways attempting to acknowledge the issue, without actually mentioning MCAS, so we find ourselves in black Moon territory. It was a worldwide issue to 737 MAX operators, as Boeing appeared to realise what the issue could be after the Lion crash. I assume a symbolic Noon chart date, and set for Seattle, though Renton is only about half a minute ascendant difference. The chart ascendant is 15 degrees Capricorn, so the chart ruler is Saturn, which is in the hidden 12th (again) trine to Uranus in the 4th, talking to several planets. That crucial 15 degree again? 15 Capricorn is square to the MAX First Flight Moon – black Moon midpoint. How apt. So the MAX First Flight black Moon-Moon 13-17 Libra conjunction comes into play. And isn't it fascinating that the First Flight 15 Libra position connects with the cusp of the 10th house on this Boeing Bulletin chart,

for the public face? But then I thought, what if I drew up a chart for this Noon moment, but set for Addis Ababa? Addis is 11 hours ahead in November. The reason being, that this bulletin would have special significance to Ethiopian Airlines, or to this part of the world.

Boeing Flight Bulletin Addis

Natal Chart
6 Nov 2018
23:00 BAT -3:00
Addis ababa
05N45 038E20
Geocentric
Tropical
Equal
True Node



The time in Addis was 23.00 on the same day. The chart ascendant has moved almost 180 degrees from Seattle, and is now 24 Cancer, so the ruler is the Moon, in Scorpio. Which is in the 4th, and just past the opposition to Uranus. We have a more unstable emotional energy. Look to the descendant – another classic midpoint placement. Is the descendant on the midpoint between Pluto and the south Node? Yes it is. (And just the same placements as the November FAA Emergency Airworthiness Directive, which was on the ascendant) On the crash day 4 months later, the transiting Node was just about on the midpoint.

So this bulletin has some fundamental concerns either to Ethiopian Airlines or to this part of the world. But what I'm driving at here is the position of the MC at 26 Aries. It connects to the FAA progressed Yod, and the ascendant crash degree, and though a few minutes after the actual crash, is active in the event,

between 22- FAA pUranus, and 26 – Bulletin MC set for Addis. And yes, the crash is the midpoint of those as well.

But this story is not yet over. I await the amended FAA chart for the MAX return to service. And the first amended service flight time, or Noon. If you can get up to speed on the astrology for the MAX within this article, you will have the insight to know if it is going to be good news or bad. Politically, Boeing are in a difficult situation, and I read daily about further complications. In my personal opinion, I think the MAX is a splendid aircraft, but must have MCAS removed. Then the black Moon issues with this aircraft will have been properly acknowledged, and their effects finally nullified by this acknowledgement. It's ironic that Boeing find themselves in this position with the MAX, because it's another 'win or lose all' situation. They simply cannot afford to lose a third aircraft to the MCAS issue, which is why the FAA amended chart is going to be so important.

That's about as far as I can take it at present. If you have got this far, then well done. If this is the first example of aviation astrology you have read, then I hope you have found some new insight into astrology, and how astrology works. I see it as a big machine, and would love to find out what makes it tick. It is highly complex I agree, and all I've done is lift the veil a little bit to see what I can find.

As a postscript, the main reason this branch of astrology is complex is due to their being, to my knowledge, no custom software at present. I would be delighted to work with software developers on the project, knowing exactly what has to be created.

Hedley England

Hedley England has a lifelong interest in astrology, lectures on aviation astrology subjects, and is the author of 'Degrees of Flight'. (2004 223pp) It explores aviation astrology, from Kittyhawk, to Concorde, with a chapter on the Comet 1 including exclusive information provided by the British Airways archives. The book is still in print, and copies are available from the author, hedley.england@lineone.net or from Amazon.

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