

The End of One Career and Perhaps a Company

[After a 35 year career with Boeing](#) and unable to prevent inept Boeing leadership from discarding precious long-term acquired engineering and program management competency, experience and knowledge for increased short-term profit, stock price, executive bonuses and misperceived company competitiveness, Bob elected to leave Boeing after rejecting a management promotion and negotiating a termination package in 2014 when Boeing leadership announced they were moving his team from the Seattle area to southern California. Fortunately, Bob founded [Borst Engineering & Construction LLC](#) three years prior to this announcement and he took some satisfaction from advancing [SpaceX](#) rocket flight control and satellite Internet systems, and self-constructing our remote mountain [retirement homestead](#) in southern Oregon immediately after leaving Boeing.

Bob was the last leader of the internationally acclaimed and highly esteemed Boeing Flight Operations Engineering (FLOE) team based in Seattle area, which had been responsible for safe and efficient Boeing airplane fleet operations since 1958, which coincidentally was the year Bob was born. Bob remained in Seattle area leading FLOE and supporting the people adversely affected and unable to accommodate this Boeing leadership mandated transition to southern California until it was “deemed completed” in June 2015.

Not a single person from Bob’s Seattle Dispatch Requirements team went to southern California. This highly experienced and FAA trusted team was responsible for the FAA Master Minimum Equipment List (MMEL) for all Boeing airplane models. The MMEL defines the minimum equipment which must be operating before an airplane can be legally and safely dispatched on a revenue flight. As such, it is highly unlikely the 737Max Maneuvering Characteristics Augmentation System (MCAS) accidents would have occurred had this dilution of engineering competency not happened...so this was totally avoidable, deeply regrettable and truly sad to those of us who actually cared about and devoted our careers and lives to Boeing engineering competency and public welfare.

Managing business objectives and cost is trivial. Creating and successfully engaging great engineering teams is very challenging. For future MBA students, public information providing more insight and perspective on how this once great engineering aerospace company was so quickly destroyed from within by BS, degenerates, ignorance and incompetence may be found here:

[**Licensed Professional Engineers have Demonstrated Competence & Ethics!**](#)

[**Bob Bogash - Not Acceptable!**](#)

[**Boeing Moves Engineering Jobs to California**](#)

[**The High Price Mistake of Treating Aviation Like Any Other Industry**](#)

[**The Long-Forgotten Flight That Sent Boeing Off Course**](#)

[**The Perils of Fixing an Airplane Design Defect with Unreliable Software**](#)

[**Bob Bogash – 737MAX FAA AD 2018-23-51 Public Comments**](#)

CUSTOMER SUPPORT



Bob Borst
Acting Senior Manager

Flight Operations Engineering



**Airplane Flight Manuals/
eBusiness
Bob Borst**

Marty Blackford
* Bob Gibson X +
Don Gibson
Rebecca Kolbet X
Eric Miyamoto X
Mike Tamplin
Lenore Hernandez #
Matt Gianni #
Brian Eisenbeis #
eBUSINESS
Mark Davies
Michael Leininger %
Ken Workman



**Airline Support
Bob Borst**

* Shazi Alford
Ed Baker
Erik Belmont
Scott Brown
Laura Chiarenza
Sudip Gorakshakar
Tony Johns
Dave Lawicki
Bruce Lindstrom
Daniel Liu
Lewis Merges
Rich Page
Mike Shirkey +
Vu Tran



**Performance Data
Bob Borst**

Tiffany Baker
Kristina Desmond #
Jeremy Katz #
Lee Larson
* Chris Tezak
Vern Toyoda
Ruben Wong



**Dispatch Requirements
Bob Borst**

* Brian Borthwick
Bob Carter
Teri Hopkins
Katie Huynh
Wayne Kanno
Thuy Lam
Paul Manoch
Paul Nordstrom +
Derek Pratt #
Gary Smith %
Chad Verhoff
Kojo Ward



**Performance Software
Bob Borst**

Rob Blakeley
Lynette Enebrad
Dave Gloger
* Aaron Kirk
Jerry Ku
Hao Lee #
Bob Murphy
Son Nguyen
Bob Oswald #
Jonathan Yu

* Lead
+ ATF/TF
X AR
Loaned-in employee
% Contract







