Highway Division Needs Engineers

The West Virginia Division of Highways needs engineers, reports Metro News. A spokesperson said the agency needs to replace those engineers who are retiring. “What we’re trying to do is hire in some engineer trainees out of school, When someone retires, not only do you lose that knowledge as it goes out the door. That’s not something you replace overnight, you need to look long term into the future and hire people who can learn those things over a period of years,” the spokesperson said. The agency is seeing applicants from the University of Nebraska, Ohio University, and George Mason University in addition to the schools that are regular recruitment stops: WVU, Bluefield State, Fairmont State, WVU Tech, University of Pittsburgh, and Virginia Tech.

Engineering Education Controversy Comes to Wheeling

Wheeling’s efforts to bring Bluefield State College to the city are stirring some controversy over engineering education, according to the Intelligencer. The city and Bluefield State are collaborating to establish a new Engineering and Manufacturing Center, but officials at West Virginia Northern Community College, West Liberty University, and Wheeling University have expressed “strong disappointment” in the move. They argue the move will cause “negative consequences” for one or all of the local institutions, all of which dispute the assertion that there is a local void in engineering degree programs.

Stay up to date on legislative issues through the NSPE Advocacy Center.

FAA safety engineer goes public to slam the agency’s oversight of Boeing’s 737 MAX

Haunted by the two deadly crashes of Boeing 737 MAX jets and his agency’s role in approving the plane, veteran Federal Aviation Administration (FAA) safety
engineer Joe Jacobsen is stepping forward publicly to give the victims’ families “a firsthand account of what the truth is.” In a detailed letter sent last month to a family that lost their daughter in the second MAX crash in Ethiopia two years ago this week, and in interviews with The Seattle Times, Jacobsen gave the first personal account by an insider of the federal safety agency’s response to the MAX crashes. Jacobsen should have been among the FAA specialists who reviewed the MAX’s critical new flight control software during its original certification, which was largely controlled by Boeing. He’s confident that he and other FAA engineers would have flagged its serious design flaws.

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*Presenters: David Kish, Ph.D., P.E., Jeff Greenfield, Ph.D., P.E., F.NSPE, and Rebecca Bowman, P.E., Esq.*