

1. The ethical issues that surfaced in this case were safety issues, inadequate testing and quality control, lack of communication, and many more things. The main one I would say that had the worst effect on this case was the violation of regulatory requirements, complying with the laws and regulations is very important for safety reasons which was a missing factor of this case. There were multiple people involved in the Brake Scandal Case such as Bus Sunderman, the chief engineer. Russel Line, which was the Sr. Executive in the test laboratory. Russel Van Horn, the manager and designing engineer. Ralph Gretzinger, the test lab supervisor and expert engineer. Bob Sink, the project manager. Kermit Van Divier, the data analyst and technical writer. John Warren, that happened to be the Sr. design engineer. Finally Searle Lawson, the Jr. design engineer.

Mr. Vandivier was morally wrong to write up a false report. This is because he knew there would be consequences to his actions and still did it because he felt under pressure. However there are no excuses because he knew it was false information but reported it anyway knowingly. Also, writing a false report in this case is very dangerous for others safety and also affected him in his job position.

The Kohlberg's levels:

Mr. Vandivier: pre-conventional

Mr. Lawson: pre-conventional

Mr. Warren: conventional

Mr. Sink: conventional

Mr. Line: pre-conventional

In my opinion the person who would be morally responsible for any “accidents” that resulted when pilots tested the A7D planes would be Mr. Vandivier. Him agreeing on the brakes being okay, which they were not, he would have been charged and held with full responsibility. However, everyone was doing what they were told and listening to the manager, Russel Van, orders saying “regardless of what the brake does' ' on the 14th attempt they were going to qualify it which is a very wrong thing to do.