

Ground the Fleet: Why Our Elections Must Adopt the Airline Industry's Defense in Depth Before the Next Crash

July 23, 2026



On a recent flight that had already been delayed more than an hour, the captain's voice came over the intercom with the familiar phrase every passenger dreads: "We have some bad news and some good news". The bad news was an advisory light in the cockpit that would not clear. The good news, he explained, was that the same aircraft had experienced the identical issue earlier that same day, and a simple power cycle had resolved it. The crew would shut down the entire aircraft, wait for all systems to go dark and silent, then bring everything back online. If the light stayed off, we would fly. I recorded the entire ten-minute sequence, and sped-up the slow parts:

The cabin lights extinguished, the engines fell quiet, and for a moment the aircraft felt like a lifeless shell. Then, gradually, systems flickered back to life, the engines spooled up. and we

took off. Yet the fact that the same advisory had required the same reset twice in one day should have triggered something far more serious than another power cycle. It should have prompted a root-cause analysis before the aircraft was permitted to fly again.

The airline industry did not arrive at this level of caution by accident. Over decades it built a system of layered safeguards, often called defense in depth, in which multiple independent barriers stand between a single fault and catastrophe. Central to this approach is the deliberate design of parallel systems: redundant, independent backups that can take over if the primary system fails. Written procedures, the Minimum Equipment List, mandatory maintenance review for recurring anomalies, and the ultimate authority to ground an aircraft or an entire fleet exist so that no masked problem is allowed to escalate. When those layers are bypassed, the results are tragic and unforgettable. For four years prior to the disaster, engineers warned repeatedly that cold temperatures would make the space shuttle Challenger's O-rings brittle. Their concerns were dismissed. A O-ring task force had been working on the issue for six months leading up to the disaster. A teleconference 13 hours prior to the disaster concluded that the launch should not proceed. Following pressure from managers of the federal agency NASA, the shuttle launched anyway and exploded seventy-three seconds after liftoff, killing all seven crew members.

Within days following the October 2018 Lion Air 737 MAX crash, the FAA (another federal agency) was warned by experts that another malfunction was likely within the next ten months. Instead of grounding the fleet, the stupid people in our government merely issued an emergency directive to 'review procedures'. Four months later, a second identical disaster occurred because the underlying sensor-and-software flaw had not been fully diagnosed and corrected. Only then was the worldwide

grounding ordered until the root cause was identified and fixed. That decision prevented at least one more crash and saved more than one hundred and fifty lives. The principle is now settled: when warnings recur and the root cause remains unknown, the responsible action is to ground the fleet until the defect is remedied.

Our election systems operate today exactly like a fleet of flawed aircraft that keep crashing for different reasons. Each cycle brings new reports of voter registration oddities, tabulation errors, software glitches, and erroneous code. Each time the explanation is the same: a glitch, a one-time anomaly, nothing to see here. The aircraft is patched, relaunched, and the cycle repeats. Experts who have identified the underlying defects, including myself, have been ignored in precisely the same manner the O-ring warnings were dismissed before Challenger. The difference is that an airplane crash kills two or three hundred people. A corrupted election can crash the republic itself, with consequences for hundreds of millions of lives. When the people's will is not accurately recorded, laws are passed and representatives seated that do not reflect the consent of the governed. A determined adversary who gains control of such a system can alter the course of the nation without firing a shot. The stakes are not merely higher; they are of an entirely different order of magnitude.

Unlike aviation, our election systems lack built-in parallel systems. There is no independent, redundant mechanism running alongside our registration or tabulation processes that can serve as an automatic cross-checks. This absence leaves everyone blind; not only citizens, but election officials themselves. Local administrators have no reliable way to detect cloned voter registration entries in their databases, even when proof of such duplications has been documented directly from county records. Dr. Andrew Paquette, posting as [@ZarkFiles](#) on X, has identified

and described the structured, patterned assignment of voter identification numbers in state voter roll databases, revealing that these numbers are assigned according to deliberate mathematical sequences rather than random or sequential natural ordering. Across multiple states he has documented excess identification numbers reaching into the millions, with blocks of cloned records confined to narrow spans of consecutive IDs. Edward Solomon, posting as [@KingSolomon006](#), has analyzed certified cast vote records from multiple recent elections and demonstrated through proof reaching twelve sigma that the results are synthetically engineered to mimic organic outcomes. These findings constitute direct proof extracted from official county records and cast vote records. The tabulators are not merely recording the marks on the paper ballots fed into them; they are producing predetermined synthetic results irrespective of the actual voter intent on those ballots. Without parallel verification of paper ballots with verifiably intact chain-of-custody, no one can confidently assert that only eligible voters are participating or that every ballot has been accurately counted.

Because elections belong to the people, they cannot be protected by the same methods used to secure airports. Passengers are not permitted to wander into the cockpit or examine the flight computers. Elections, by contrast, must remain fully open to citizen oversight precisely because sovereignty resides with the governed. The people themselves, not distant regulators, must actively exercise that oversight and verify every result. Transparency without active citizen verification is meaningless. If the process is too complex for ordinary citizens to understand, then only specialists can verify it, and the people are reduced to blind trust. The foundation of a legitimate election is therefore simplicity joined to complete transparency, so that every eligible voter can both participate

in the process and confirm afterward that only legal votes were cast and accurately counted. Any system that cannot meet this test is structurally incapable of earning the public's confidence, no matter how many audits are performed after the fact.

With the midterm elections only three months away, we have no time to implement a properly verified solution before the next flight takes off. The responsible course is therefore to ground the current systems temporarily, for three to six months if necessary, until a transparent, citizen-verifiable backup can be put in place. This pause is not an inconvenience but the only responsible step that allows the nation to move forward safely. After the Challenger disaster the entire space shuttle program was grounded until the root cause was fully understood and corrected. We now possess equivalent proof of systemic abuse in our election infrastructure. There is therefore no defensible reason to permit another election to proceed until those systems are grounded and replaced with the transparent PEP backup.

The Progressive Election Platform, fully described at <https://HandCountRoadShow.org/solution>, provides exactly that safe backup. It centers on hand-marked paper ballots that are batched, scanned for public images, and hand-counted on-site by bipartisan citizens under high-definition video. All tally sheets, videos, and results are uploaded to county websites the same night, allowing any citizen to perform an independent verification. Verification is embedded directly into the tabulation process rather than treated as an afterthought, while complete public records preserve the ability to audit afterward. Absentee ballots are limited to genuine need with strict scrutiny because they cannot be fully verified without compromising secrecy. Election Day is established as a national holiday with standardized hours so that every eligible voter can participate in person. This is the bus we can take when the

plane is grounded; simple enough for every American to understand, transparent enough for every citizen to verify, and therefore legitimate in the only way that ultimately matters.

We possess both the diagnosis and the cure. What we have lacked until now is the collective will to ground the fleet before the next crash. The airline industry learned this lesson at the cost of lives. We have the opportunity to learn it without repeating that cost on a national scale. Legislators, influencers, media, and citizens of the United States must stand united in demanding that the current systems be grounded until the PEP is implemented. There is no other responsible path. Ground the fleet. Implement the PEP. Verify every vote. The republic itself hangs in the balance, and with it the lives of hundreds of millions of Americans.