

DOGE: DEPARTMENT OF GAWDAWFUL ERRORS

[NB: check the byline, thanks. /~Rayne]

This seems very inefficient:



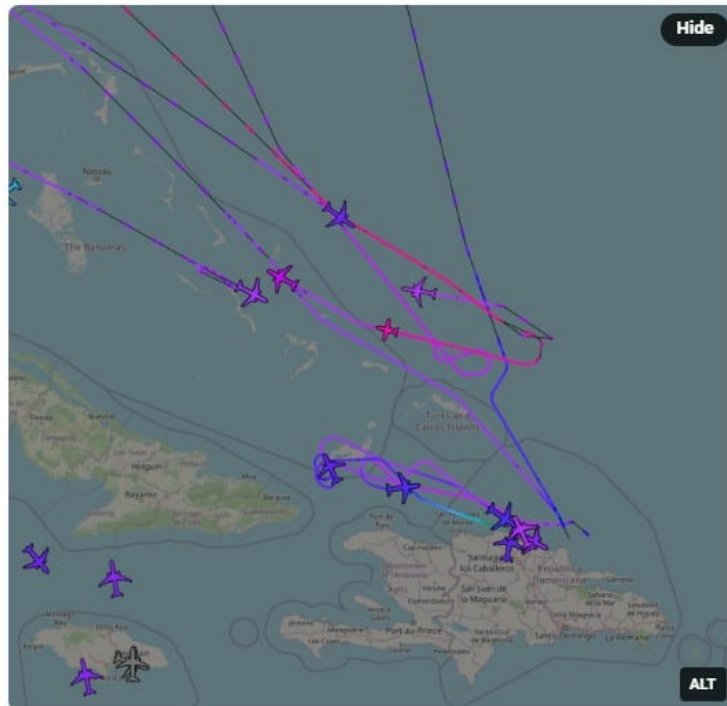
Oh, I'm not referring to the second consecutive failure of Elon Musk's SpaceX Starship this year. He can blow up all *his* capital and burn down *his* future space freight contracts.

I'm referring to this:



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Another "unusual tracks day" as commercial flights get diverted to avoid a huge fall area of space(x) debris.



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Why have are our FAA resources, reduced as they are after Elon Musk took a DOGE-ian chainsaw to them recently, been forced to scramble to protect civilian and commercial aircraft from yet another "rapid, unscheduled disassembly"?

Why wasn't the FAA given enough advance notice of the possible (and likely) threat from debris so that flights could be re-routed or delayed BEFORE the launch attempt?

The reach of this fuckery is breathtaking:

Photographs and videos posted on the social media site X by users saying they were along the Florida coast showed the spacecraft breaking up. The falling debris disrupted flights at airports in Miami, Orlando, Palm Beach and Fort Lauderdale, and as far away as Philadelphia International Airport.

In other words, most of the eastern U.S. affected – no big deal. But that's likely an

understatement; you know the cascade of effects must have been wider given how tightly planes are scheduled.

Why are any other persons outside of SpaceX forced to change their activities without advance notice because Musk is such a selfish fuck-up of a business manager?

This is particularly galling:

In a Department of Transportation all-hands meeting late last week, Duffy responded to a question about DOGE's role in national airspace matters, and without explicitly mentioning the new employees, suggested help was needed on reforming Notice to Air Mission (NOTAM) alerts, a critical system that distributes real-time data and warnings to pilots but which has had significant outages, one as recently as this month. "If I can get ideas from really smart engineers on how we can fix it, I'm going to take those ideas," he said, according to a recording of the meeting reviewed by WIRED. "Great engineers" might also work on airspace issues, he said.

As if NOTAM wasn't already a concern, Musk's SpaceX blows up a rocket without ensuring adequate notice. It's not as if the launch was scheduled in advance or anything, as if a flight path for the rocket – and its debris – wasn't predicted well before launch.

You know what really worries me – more so than I already was?

Engineers who work for Elon Musk's SpaceX have been brought on as senior advisers to the acting administrator of the Federal Aviation Administration (FAA), sources tell WIRED.

On Sunday, Sean Duffy, secretary of the Department of Transportation, which

oversees the FAA, announced in a post on X that SpaceX engineers would be visiting the Air Traffic Control System Command Center in Virginia to take what he positioned as a tour. "The safety of air travel is a nonpartisan matter," Musk replied. "SpaceX engineers will help make air travel safer."

Count the errors in the last two sentences of that excerpt. One party doesn't give a shit about Musk's manifold conflicts of interest or his unelected status as shadow president, the same party also doesn't see the problem with giving Musk free rein to trash the regulatory agency which kept his space freight company from making even more explosive mistakes.

Imagine letting Elon's SpaceX management habits ~~reengineer~~ infect the U.S. air traffic control systems, especially with his clueless if not utterly indifferent attitude about his mistakes.

"Some of the things that I say will be incorrect and should be corrected. So nobody can bat 1,000," he said, adding that he would act quickly to correct errors.

He acknowledged DOGE could be making errors as well.

"We are moving fast, so we will make mistakes, but we'll also fix the mistakes very quickly," Musk said.

A plane crash isn't a mistake one can fix, quickly or otherwise. US air travel demands zero defects; it's not a series of test launches which can inconvenience people with few repercussions to the individuals responsible for failures.

What will it take before the spineless GOP congressional caucus, in thrall to the current administration, snaps out of its sleepwalking submission to Musk's Department of Gawdawful

Errors?

Will it take the crash of a plane carrying some of its members before it realizes oversight by a separate but equal branch of government is absolutely necessary to their own fucking safety?

Somehow I don't think it will be enough to wake them up, because they haven't batted an eye at Musk's other business failure, the "Deadliest Car Brand in America."

Sen. Mitch McConnell's sister-in-law couldn't be rescued from her swamped Tesla in no small part because of its design, and yet this wasn't enough to give the GOP congressional caucus pause about Musk in any way. They continue to share the road with these vehicles on a daily basis.