

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36


Warning Memphis Runway 9/27

This is a warning to all FedEx pilots who land at Memphis International on Runway 9/27. My name is Guy Cobb and I am a former FedEx Business Continuity and Disaster Recovery coordinator. In 2006 I discovered a defect with Runway 9/27 and presented it to FedEx Express Management. Immediately following the meeting I was told not to let this information get out into the public and to shred my documentation which I did but kept my original files. In November of 2008 I re-submitted my findings to Randy DiGirolamo of FedEx Express. Three weeks later the Memphis Airport Authority announced that the 65 year old runway would be completely replaced. Most of you may not realize that Runway 9/27 has a massive tunnel running directly beneath it. The defect is specific to this tunnel and it's ability to support the runway above it. Because Express fast tracked the new runway to start in March of 2010 and had to be completed by December they made no provisions to reinforce the Hurricane Creek tunnel. I have asked the Memphis Airport Authority to allow for a public inspection of the tunnel for the past four months but they have refused. ALPA, Express, the Memphis Airport Authority and the FAA all know about the defect. All I am asking is that all of you read my Hurricane Creek Master Document on my documentation website and decide for yourselves. My documentation includes all structural diagrams, engineering studies and photographs of the tunnel and runway. The site address is here:

www.guycobb.com/coverup.htm

Thank you and be safe.



 04-15-2010, 09:55 AM

#2 ([permalink](#))

[highflyer](#)

Gets Weekends Off



Well that explains why there was always a dip in the landing zone of 27. So we can expect it to sink again?

thanks for the info, Gary. Hope your efforts don't go unheeded.



Joined APC: Aug 2006
Position: MD11 Capt
Posts: 189



04-15-2010, 09:56 AM

#3 ([permlink](#))

[trashhauler](#)

Gets Weekends Off



Joined APC: Jul 2006
Position: MD-11
Posts: 185



Quote:

Originally Posted by [guycobb](#)

This is a warning to all FedEx pilots who land at Memphis International on Runway 9/27. My name is Guy Cobb and I am a former FedEx Business Continuity and Disaster Recovery coordinator. In 2006 I discovered a defect with Runway 9/27 and presented it to FedEx Express Management. Immediately following the meeting I was told not to let this information get out into the public and to shred my documentation which I did but kept my original files. In November of 2008 I re-submitted my findings to Randy DiGirolamo of FedEx Express. Three weeks later the Memphis Airport Authority announced that the 65 year old runway would be completely replaced. Most of you may not realize that Runway 9/27 has a massive tunnel running directly beneath it. The defect is specific to this tunnel and it's ability to support the runway above it. Because Express fast tracked the new runway to start in March of 2010 and had to be completed by December they made no provisions to reinforce the Hurricane Creek tunnel. I have asked the Memphis Airport Authority to allow for a public inspection of the tunnel for the past four months but they have refused. ALPA, Express, the Memphis Airport Authority and the FAA all

*know about the defect. All I am asking is that all of you read my Hurricane Creek Master Document on my documentation website and decide for yourselves. My documentation includes all structural diagrams, engineering studies and photographs of the tunnel and runway. The site address is here: www.guycobb.com/coverup.htm
Thank you and be safe.*

WOW!!!! Looks like a big time cover up! Not good. I'm not completely surprised though. The bottom line is always the bottom line. You've got some big cajaones for taking on Fedex and the MAA. I hope this matter gets the attention that is required and hopefully resolved as well. Good job Guy, and Good Luck!



04-15-2010, 10:15 AM

[#4 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



The original structural studies by the AFRAM corporation commissioned by the Memphis Airport Authority to determine if the airport's runways, taxiways and overpasses could handle FedEx's A380's (on order at the time) stated that the rebar in the support walls should be #8 at six inches. The actual size is #4 at 12 inches. The photographs on my documentation page taken only ten days after the new runway reopened show a circular pattern directly over the tunnel. My concern is that this is being caused by the runway beginning to sink. The problem is no one will let me or anyone else inspect the tunnel and runway.

The other issue I'm concerned with is the NTSB's findings related to the FedEx MD-11 accident on Runway 9/27 in 2004. I do not believe it was pilot error but no one with ALPA will connect me to the pilots who were involved. The NTSB keeps saying it was a "bounced landing" but I believe the condition of the runway at the time caused the aircraft to suddenly pitch upward first after what was perceived by the pilots as a normal landing, and then the bounce took place, followed by the tailstrike. This tailstrike would have dragged directly across the tunnel crossing and I believe was the likely cause for the damage to the tunnel's ceiling that the Airport Authority has been trying to hide for so long.



04-15-2010, 10:38 AM

[#5 \(permalink\)](#)

[The Walrus](#)

Gets Weekends Off



Joined APC: Feb 2010

Position: Fedex A300

Captain

Posts: 159



Have you brought this to the media?

04-15-2010, 10:41 AM

[#6 \(permalink\)](#)

[shfo](#)

Gets Weekends Off

Joined APC: Jul 2008

Posts: 189



Might also want to post this in the majors. I don't work for Fedex but I go into MEM weekly and I don't think I'll be accepting 27.

04-15-2010, 11:04 AM

#7 ([permalink](#))

[drftddgr](#)

Line Holder



Joined APC: Feb 2009

Position: 727 F/O

Posts: 67



Quote:

Originally Posted by **The Walrus** [▶](#)

Have you brought this to the media?

Get it to Andy Wise or Mike Matthews. I don't know which stations they work for. And then if it goes to national media something will change. I can see purple accepting the risk but the pax carriers could never accept it if the media gets hold of it.

I hope you are watching your back very carefully Guy.

04-15-2010, 11:10 AM

#8 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36







Quote:




Originally Posted by **The Walrus** [▶](#)

Have you brought this to the media?

All of my emails are being intercepted by the Feds. All of the local media has been shut down. What has happened is the local press will want to do a story and as soon as I call them back they all suddenly "have other priorities". This includes Andy Wise who my daughter used to play basketball with his daughter. The tire on my Jeep came off twice in 24 hours, the first immediately after leaving the Airfield Maintenance Parking lot following the inspection of the two outer tunnels and then the next morning after replacing everything broken. I have some good photos on the doc page. www.guycobb.com/coverup.htm



04-15-2010, 11:14 AM		#9 (permalink)
guycobb Line Holder Joined APC: Apr 2010 Posts: 36	 <hr/> <p>Quote:</p> <div style="border: 1px solid gray; padding: 5px;"><p>Originally Posted by shfo </p><p><i>Might also want to post this in the majors. I don't work for Fedex but I go into MEM weekly and I don't think I'll be accepting 27.</i></p></div> <p>Runway 9/27 is obviously one of the most heavily used runways in the world because of FedEx's inbound and outbound but to your point there are other carriers using the runway including passenger airlines which is my primary concern that I have made to the Memphis Airport Authority.</p>	
 		

04-15-2010, 11:19 AM		#10 (permalink)
hamfisted Gets Weekends Off Joined APC: Aug 2006 Posts: 347	 <hr/> <p>I KNEW there was a reason I couldn't grease it in on runway 9/27.....and 18/36 L,R and Center. You had me at hello.....</p>	
 		



[BooyaOhYeah](#)
Line Holder



Joined APC: Dec 2008
Position: B727 S/O
Posts: 38



I took some time to read most of his PDF report. Some of the stuff is pretty amazing. There's also a claim that FedEx or the Airport tried to kill him...two days in a row via sabotage.

The evidence is pretty compelling though.

04-15-2010, 01:04 PM

[#12 \(permalink\)](#)

[Cliffy170](#)
Gets Weekends Off



Joined APC: Mar 2008
Position: MD-11 F/O
Posts: 143

Guy Cobb is a JOKE

I won't even dignify quoting his post in my reply.

First, Mr. Cobb was fired from FedEx for violating the terms of his employee shipping account. He is no longer an employee for the company.

Second, I applaud Mr. Cobb on his outstanding accomplishments and thoroughness in which he presents his case, although his conspiracy theory-esque explanation of his vehicle mishaps are a misguided attempt to cast blame on a "secret" group tied to his former employer.

Third, The FedEx and MIAC engineering departments have all reviewed Mr. Cobb's reports and have concluded that there is no threat to RWY 09/27 operations nor is there a threat to commercial or private

aircraft.

- The bounced landing, go-around, and subsequent tailstrike was on Rwy 09. According to pilot testimony, the aircraft was airborne again just past the extended centerline of Rwy 18L/36R. The aircraft touched down approx. 1100 feet east of the approach end of Rwy 09; the minuscule slope of the runway was not even in the touchdown zone let alone become a contributing factor in causing the aircraft to "pitch up"
- The superhub facility is also situated over the tunnel. The weight of the structure and supporting sort equipment, vehicles, and freight pallets are much higher than the footprint of a landing aircraft. The floors show no cracking or buckling, yet the thickness of the concrete floors are rated at a lighter load limit.
- The taxiway "Victor" and "300-series gate taxiways" show no signs of damage above the tunnel, while their use is much higher than the runway.

Third, Mr. Cobb has pointed out that his pleas for media attention have fallen on deaf ears; and, now feels that an airline website is an appropriate forum to present his case. The motive is clear: to instill panic and create doubt as to the safety of a "proven sound structure."

Give this the attention it deserves - another joke, a conspiracy theory nutcase wanting to draw attention to himself. Jeep wheels? Bulldozers? Cracking concrete? Sagging ceilings? Seeping walls? I imagine Mr. Cobb's home office to be cluttered with the "Official documents" and "tattered blueprints" that he uses to support his claim of impending apocalypse. Mr. Cobb is just another disgruntled whistleblowing former employee intent on exacting revenge on the company that terminated him.

Last edited by Cliffy170 : 04-15-2010 at 01:24 PM.



04-15-2010, 01:17 PM

#13 ([permalink](#))

[JohnnyViper](#)
Line Holder



Thread of the Year material here. Don't ruin it with facts and logic, Cliffy.

I love the wheel falling off assassination attempt. If they wanted you gone, why not just have some homies



Joined APC: Sep 2007
Position: AERO
Posts: 51



pop a cap in you while you were taking a look at your wheel on the interstate? It's happened before.

04-15-2010, 01:50 PM

[#14 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010
Posts: 36



Quote:

Originally Posted by **Cliffy170**

I won't even dignify quoting his post in my reply.

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- *The bounced landing, go-around, and subsequent tailstrike was on Rwy 09. According to pilot testimony, the aircraft was airborne again just past the extended centerline of Rwy 18L/36R. The aircraft touched down approx. 1100 feet east of the approach end of Rwy 09; the minuscule slope of the runway was not even in the touchdown zone let alone become a contributing factor in causing the aircraft to "pitch up"*
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Give this the attention it deserves - another joke, a conspiracy theory nutcase wanting to draw attention to himself. Jeep wheels? Bulldozers? Cracking concrete? Sagging ceilings? Seeping walls? I imagine Mr. Cobb's home office to be cluttered with the "Official documents" and "tattered blueprints" that he uses to support his claim of impending apocalypse. Mr. Cobb is just another disgruntled whistleblowing former employee intent on exacting revenge on the company that terminated him.

Game on Cliffy. I have yet to have anyone successfully refute my documentation, specifically FedEx Express or the Airport Authority. Remember that the data is all coming from Express and the Airport Authority. I did not write the studies, structural drawings, or create the \$45 million dollar revolving line of credit the Airport used just in case their FAA entitlement loans didn't come in on time. If my mom was using my shipping account for five years why would Express terminate me two weeks before the new runway opened unless they knew that I would keep asking them to look at the data. All I can say Cliffy is I'm from Missouri so if you want to call me a joke then you're going to have to Show Me that tunnel :)



04-15-2010, 01:58 PM #15 ([permalink](#))

[USNFDX](#)
Gets Weekends Off



Joined APC: Jul 2006
Position: MD10 FO
Posts: 284




Axe meet grinder!

04-15-2010, 02:11 PM

#16 ([permalink](#))

[The Walrus](#)
Gets Weekends Off



Joined APC: Feb 2010
Position: Fedex A300
Captain



Maybe you should send it to George Noory at Coast To Coast Radio. He will get the word out.

Posts: 159



04-15-2010, 02:12 PM

[#17 \(permalink\)](#)

[MD11Fr8Dog](#)

P2P



Joined APC: Jul 2006
Position: MD-11 Captain
Posts: 3,541



Quote:

Originally Posted by **Grumble**

Here, let me help:



04-15-2010, 02:14 PM

[#18 \(permalink\)](#)

[MD11Fr8Dog](#)

P2P





Joined APC: Jul 2006
Position: MD-11 Captain
Posts: 3,541



Quote:

Originally Posted by **The Walrus**

Maybe you should send it to George Noory at Coast To Coast Radio. He will get the word out.

Naw, Jeff Rense would be better!

04-15-2010, 02:17 PM

[#19 \(permalink\)](#)

[Fr8doggie](#)

Line Holder

Joined APC: Apr 2007
Position: 727 SO
Posts: 87



USA Today is always looking for an excuse to publish Sky Is Falling material, especially when it involves airplanes. They don't even care if the facts are wrong or disputed so this would be perfect win-win for them. If it's true, they get a scoop, if wrong then they sold a few extra copies and once again nonetheless scared the S__ out of all the flying public.

Have they turned down the story?

04-15-2010, 02:18 PM

[#20 \(permalink\)](#)

[guycobb](#)

Line Holder



Joined APC: Apr 2010
Posts: 36

Quote:

Originally Posted by **guycobb** 

Game on Cliffy. I have yet to have anyone successfully refute my documentation, specifically FedEx Express or the Airport Authority. Remember that the data is all coming from Express and the Airport Authority. I did not write the studies, structural drawings, or create the \$45 million dollar revolving line of credit the Airport used just in case their FAA entitlement loans didn't come in on time. If my mom was using my shipping account for five years why would Express terminate me two weeks before the new runway opened unless they knew that I would keep asking them to look at the data. All I can say Cliffy is I'm from Missouri so if you want to call me a joke then you're going to have to Show Me that tunnel :)

The NTSB report states that "Witnesses reported that the rear fuselage of the airplane scraped the runway for about 3,000 to 4,000 feet". If the entire runway is just under 9000 feet and you've landed, pitched, bounced and landed again and then begin with a tailstrike for 3000 to 4000 feet then you will have had to have passed over the tunnel which is just east of the center. Keep in mind that I interviewed and recorded Tom Clarke, the Airport Authority's Chief Planner who was the person who told me about the damage in the tunnels in addition to what I saw and reported to Express. Express Operations and the MIAC have the most to lose here. I'm in no way trying to scare anyone, I just think that a lot of parties other than the pilots have been attempting to make decisions for them and this is an opportunity for them to decide for themselves. I'm making my living as a painter so can't say I'm feeling disgruntled.

[guycobb](#)
Line Holder

Joined APC: Apr 2010
Posts: 36



Quote:

Originally Posted by **Fr8doggie** 

USA Today is always looking for an excuse to publish Sky Is Falling material, especially when it involves airplanes. They don't even care if the facts are wrong or disputed so this would be perfect win-win for them. If it's true, they get a scoop, if wrong then they sold a few extra copies and once again nonetheless scared the S__ out of all the flying public.

Have they turned down the story?

I have never contacted USA Today but you are correct in that I did see their IP address connected to the site today but no feedback.



04-15-2010, 02:32 PM

[#22 \(permalink\)](#)

[Cliffy170](#)

Gets Weekends Off



Joined APC: Mar 2008

Position: MD-11 F/O

Posts: 143

 **More information, Tongue-in-cheek**



04-15-2010, 02:38 PM #23 ([permalink](#))

[EvilGN](#)

Gets Weekends Off



Joined APC: Sep 2006

Position: XJ Furlough

Posts: 364



FTW Cliffy!

04-15-2010, 02:48 PM

[#24 \(permalink\)](#)

[Sea Pig](#)

Line Holder



Joined APC: Apr 2008

Position: Side saddle

Posts: 33







Is this is the same "guy" (pun intended)? A colorful individual.

[ModelMayhem.com - Guy Cobb - Photographer - Memphis, US](#)

[SUPERLAB.US](#)



04-15-2010, 02:52 PM		#25 (permalink)
guycobb Line Holder Joined APC: Apr 2010 Posts: 36	 <hr/> <p>Quote:</p> <div style="border: 1px solid black; padding: 5px;"><p>Originally Posted by Sea Pig </p><p><i>Is this is the same "guy" (pun intended)? A colorful individual.</i></p><p>ModelMayhem.com - Guy Cobb - Photographer - Memphis, US</p><p>SUPERLAB.US</p></div> <p>Yes, that is me. The Tennessee SuperLab Show is an online kid's show I started last year. Picked up 16,000 fans on Facebook in four weeks. I was also a Bud Light Daredevil for ten years performing an acrobatic slam dunk show. There are some YouTube videos on my website as well. You may have seen me on the Super Dave Osborne Show. I think there's some vid in there with Charlie Sheen as well. Guy Cobb</p>	
 		

04-15-2010, 02:54 PM		#26 (permalink)
MD11Fr8Dog P2P	 <hr/> <p>Quote:</p> <div style="border: 1px solid black; padding: 5px;"><p>Originally Posted by Sea Pig </p></div>	



Joined APC: Jul 2006
Position: MD-11 Captain
Posts: 3,541



Is this is the same "guy" (pun intended)? A colorful individual.

ModelMayhem.com - [Guy Cobb](#) - [Photographer](#) - [Memphis, US](#)

SUPERLAB.US

Yep, I wonder if he knows Hero Matt?

04-15-2010, 02:55 PM

#27 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by **Cliffy170**



Okay I have to give it to you, Cliffy, that is awesome.



04-15-2010, 03:52 PM

#28 ([permalink](#))

[vagabond](#)

Moderator and Mom

Joined APC: May 2006

Position: F-18 Captain

Posts: 3,906



Mom Note:

Let me take this opportunity to urge all readers to form your own opinion about Mr. Cobb and his theories. If you believe that his postings are wrong or unsupported, post your arguments and supporting data.

I would also like to ask everyone (including you, Mr. Cobb) to refrain from posting links to personal websites, websites that contain offensive material, or websites that have nothing to do with aviation. If you are enterprising enough to have non-aviation websites, I congratulate you, but please do not promote them here.

Remember that this is a forum for pilots and a place for intelligent discourse on aviation and matters related to it. APC is not for self-promotion, spam or commercial sales.

Thank you all for your cooperation.



04-15-2010, 04:41 PM

#29 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Understood. I welcome any comments for discussion either here or offline. I realize my documentation contains a lot of information that most of you may not have the time to completely read. If I were to have to give an "elevator pitch" I would have to say that all of us as non-pilot FedEx employees have always had the highest regard for our pilots. A manager once told me that immediately after Katrina he had Express pilots lined up outside his door letting him know that if he could get them a just a patch of field or a strip of gravel road they'd fly in to help. As someone noted earlier, purple would take the risk even if there is a problem with the runway and tunnel. I believe that as well. The issue here is that because

Express Operations has had so much influence over the Airport Authority for so many years, decisions that should be made by the Airport Authority are no longer being made by them and because of this, the decisions are not only affecting Express and other cargo Pilots, but passenger carriers as well. All I ask is that if the issue is important to you, read all of the information on my documentation webpage and in the Hurricane Creek Master Doc. Thank you.



04-15-2010, 04:52 PM

#30 ([permalink](#))

[Busboy](#)

Gets Weekends Off

Joined APC: Aug 2006

Position: leaning to the left

Posts: 2,443



Quote:

Originally Posted by [vagabond](#)

Mom Note:

*...Remember that this is a forum for pilots **and** a place for intelligent discourse on aviation and matters related to it. APC is not for self-promotion, spam or commercial sales.*

Thank you all for your cooperation.

Mom,

I'm glad that you see the contradiction between those two.

[Wildmanny](#)

Gets Weekends Off







Joined APC: Feb 2007
Position: Unknown
Rider
Posts: 212



Quote:

Originally Posted by **MD11Fr8Dog** 
Yep, I wonder if he knows Hero Matt?

Hey, not to take this thread off the tracks...BUT, I saw hero Matt in Memphis the other day. He's an interesting character, of which there are many wandering the campus. I was kind of in awe, not the good kind. 

WM

04-15-2010, 06:02 PM

#32 ([permalink](#))

[MaydayMark](#)


Gets Weekends Off




Joined APC: Apr 2006
Position: MD-11 Captain
Posts: 1,877



Quote:

Originally Posted by **MD11Fr8Dog** 
Yep, I wonder if he knows Hero Matt?

I had "Hero Matt" on a jumpseat recently ... you guys will be pleased to know that he wasn't nearly as big a dork in person as he comes off in his "I-love-me" website 

Last edited by MaydayMark : 04-15-2010 at 06:34 PM. Reason: spelling police

04-15-2010, 06:29 PM

#33 ([permalink](#))

[pwwhound](#)

On Reserve




Joined APC: Mar 2009


Position: Fedex

Posts: 20



Quote:

Originally Posted by **MaydayMark** 

I had "Hero Matt" on a jumpseat recently ... you guys will be pleased to know that he wasn't nearly as big a dork in person as he comes off in his "I-love-me" website 

Hero Matt... Is this the same guy that has pics of all the Russian hookers "girlfriends" on his website??

04-16-2010, 08:52 AM

#34 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Cliffy, I did go back and check my notes specific to some of your bullet points and have found many errors in the information you received from FedEx Express Engineering. I have listed them below. Also, if you would send me your email so we can take this offline if you would prefer. guy@guycobb.com. I entered my notes below in caps.

The FedEx and MIAC engineering departments have all reviewed Mr. Cobb's reports and have concluded that there is no threat to RWY 09/27

operations nor is there a threat to commercial or private aircraft.

I HAVE BEEN ASKING THE AIRPORT AUTHORITY FOR ANY KIND OF DOCUMENTATION TO PROVE THAT THE TUNNEL AND RUNWAY ARE SAFE SINCE NOVEMBER OF 2009.

THIS IS THE FIRST TIME ANYONE HAS STATED THAT THEY HAVE REVIEWED MY DOCUMENTATION AND MADE A CONCLUSION. COULD I GET A COPY OF THEIR REPORT?

- The bounced landing, go-around, and subsequent tailstrike was on Rwy 09. According to pilot testimony, the aircraft was airborne again just

past the extended centerline of Rwy 18L/36R. The aircraft touched down approx. 1100 feet east of the approach end of Rwy 09; the minuscule

slope of the runway was not even in the touchdown zone let alone become a contributing factor in causing the aircraft to "pitch up"

RUNWAY 9/27 HAD A "PROFILE DEFICIENCY" (QUOTE FROM THE AIRPORT AUTHORITY AND AJAX PAVING, THE CONTRACTOR FOR THE NEW RUNWAY) THAT REQUIRED

THE NEW RUNWAY TO BE RAISED MORE THAN SEVEN FEET TO CORRECT. THEY STATED IN THE NEWSPAPER THAT IS WAS THREE FEET BUT IF YOU LOOK AT THE

ACTUAL STRUCTURAL DIAGRAMS AND THE ALTITUDE OF THE TOP SURFACE OF THE NEW RUNWAY IS IS ACTUALLY SEVEN FEET.

MOST FEDEX PILOTS ARE FAMILIAR WITH "THE HUMP" THAT WAS THE LOCATION DIRECTLY ABOVE THE TUNNEL. I HAVE SPOKEN TO THREE SO FAR WHO KNEW

IMMEDIATELY WHERE THE HUMP WAS LOCATED. YOU DID NOT MENTION THAT THE MD-11 LANDED 30 FEET OFF CENTER WHICH WOULD HAVE PLACED THE JET OFF THE

KEEL BEAMS. YOU CAN DECIDE FROM THE PHOTOGRAPHS OF THE RUNWAY TAKEN IN FEBRUARY 2004 WHETHER OR NOT THE RUNWAY WAS IN POOR CONDITION. I

BELIEVE ONCE THE AIRCRAFT WAS OFF THE BEAMS IT PASSED OVER A SECTION OF THE ASPHALT RUNWAY THAT CAUSED IT TO PITCH UPWARD PRIOR TO THE

BOUNCE. THE NTSB REPORT STATES THAT THE TAILSTRIKE WAS FROM 3000 TO 4000 FEET WHICH I STILL BELIEVE WOULD HAVE TAKEN IT ACROSS THE TUNNEL.

READ THE REPORT AND LOOK AT THE PHOTOGRAPHS AND DECIDE. IF ANYONE KNOWS THESE TWO PILOTS INVOLVED WITH THIS ACCIDENT I WELCOME THEIR

FEEDBACK.

- The superhub facility is also situated over the tunnel. The weight of the structure and supporting sort equipment, vehicles, and freight

pallets are much higher than the footprint of a landing aircraft. The floors show no cracking or buckling, yet the thickness of the concrete

floors are rated at a lighter load limit.

KEEP IN MIND THAT THE ORIGINAL REASON FOR DRIVING THROUGH THE HURRICANE CREEK TUNNEL IN 2006 WAS TO EVALUATE WHAT WOULD HAPPEN TO THE TUNNEL

DURING A NEW MADRID EARTHQUAKE. LATER BLAIR COX WITH EXPRESS ENGINEERING WORKED WITH ME TO IDENTIFY WHERE WE SHOULD INSTALL COLUMN TILT

SENSORS THROUGHOUT THE SUPERHUB FACILITY. WE WERE GOING TO INSTALL THESE SENSORS SO THAT IF WE EXPERIENCED A MID-LEVEL EARTHQUAKE WE WOULD

BE ABLE TO MORE QUICKLY ASSESS WHAT AREAS OF THE BUILDING WERE DAMAGED. THE TILT SENSORS WERE TO BE NETWORKED AND WOULD PROVIDE AN INSTANT

VIEW OF ANY COLUMNS THAT WERE NO LONGER STANDING STRAIGHT. I WAS

DEMONSTRATING THESE SENSORS TO CHAIRMAN SMITH AND THE BOARD IN THE PHOTOGRAPH ON MY DOC PAGE.

THE FACTS ARE THAT THE TUNNEL DOES NOT PASS BENEATH THE SUPERHUB BUILDING. BLAIR IDENTIFIED THAT IT PASSES BENEATH A CORNER OF THE OUTSIDE

CONVEYOR LINE ON THE SOUTHEAST CORNER OF THE MAIN BUILDING. THE TUNNEL'S EXIT TO NONCONNAH CREEK BEGINS AT SPRANKLE ROAD AND PASSES BENEATH

THE PAVED AREA BETWEEN THE SUPERHUB. YOU CAN VERIFY THIS BY LOOKING AT THE SEWER GRATES IN THE CENTER OF THE ROADWAY WHICH ARE THE SAME ONES

WE PHOTOGRAPHED IN 2006 FROM THE INSIDE OF THE TUNNEL.

SO FOR THIS REASON YOU ARE CORRECT IN THAT THERE SHOULD BE NO DAMAGED OR FRACTURED FLOORS INSIDE THE SUPERHUB FACILITY.

- The taxiway "Victor" and "300-series gate taxiways" show no signs of damage above the tunnel, while their use is much higher than the

runway.

IN SATELLITE PHOTOS YOU CAN SEE WHERE MANY OF THE ORIGINAL "TILES" OF TAXIWAY VICTOR WERE REPLACED ABOVE THE TUNNEL. TOM CLARKE STATED THAT

THERE WERE ISSUES WITH THE TAXIWAYS BECAUSE THERE WAS LESS COVER BETWEEN THE TUNNEL CEILING AND THE TAXIWAY. THE STATEMENT BELOW IS FROM THE

AIRPORT AUTHORITIES 2009 ANNUAL FINANCIAL REPORT. AFTER RUNWAY 9/27'S COMPLETION, THE TAXIWAYS WERE TO BE COMPLETED 18 MONTHS LATER.

The Authority has obtained a \$45,000,000 revolving line of credit with a bank. The purpose for this line of

credit is to provide temporary

funding for the reconstruction of runway 9/27 and improvements to taxiways alpha and victor. At June 30, 2009, the Authority had not drawn on

this line of credit. Future draw downs, if any, will be repaid with Federal grant reimbursements received by the Authority.



04-16-2010, 09:40 AM

#35 ([permalink](#))

[Gunter](#)

Walkabout Pilot



Joined APC: Aug 2006

Posts: 2,170





Quote:


Originally Posted by [guycobb](#)

KEEP IN MIND THAT THE ORIGINAL REASON FOR DRIVING THROUGH THE HURRICANE CREEK TUNNEL IN 2006 WAS TO EVALUATE WHAT WOULD HAPPEN TO THE TUNNEL DURING A NEW MADRID EARTHQUAKE. LATER BLAIR COX WITH EXPRESS ENGINEERING WORKED WITH ME TO IDENTIFY WHERE WE SHOULD INSTALL COLUMN TILT SENSORS THROUGHOUT THE SUPERHUB FACILITY. WE WERE GOING TO INSTALL THESE SENSORS SO THAT IF WE EXPERIENCED A MID-LEVEL EARTHQUAKE WE WOULD BE ABLE TO MORE QUICKLY ASSESS WHAT AREAS OF THE BUILDING WERE DAMAGED.


Sensors to more quickly assess earthquake damage? So who cares if they get installed? You can inspect for damage after an earthquake before reopening the runway.

Why do you have to see everyone else's report? Are you the only engineer of high enough caliber to form a proper opinion?



  Sounds like you don't know how organizations operate. You don't get to see everything the boss sees. Most of us accept that.


 04-16-2010, 10:12 AM [#36 \(permalink\)](#)

[bertengineer](#)
Line Holder




Joined APC: Dec 2007
Position: Lear Jet 35a/55
Captain, King Air B100/
200, Baron 55
Posts: 43




Guy, I have been in the neighborhood for over three years and never knew you had a online kids TV show. Good God Man...and our kids hang out together...Now guess who I am!

Good luck with everything

 04-16-2010, 11:20 AM [#37 \(permalink\)](#)

[guycobb](#)
Line Holder

Joined APC: Apr 2010
Posts: 36



A major earthquake would have obvious damage. What we were interested in is an earthquake that was in the mid range. Something that would cause an evacuation of the SuperHub but where no visible damage could be seen. The sensors were to show within seconds the positions of all the columns which would allow for a faster structural assessment. Mr. Smith "loved" the idea.



04-16-2010, 05:22 PM

#38 ([permalink](#))

[MoosePileit](#)

Gets Weekends Off



Joined APC: Feb 2007
Position: The IPA EB
speaks for me
Posts: 388



If you want this researched and sent out to the airline world just get it to ALPA

A good reference is timmartins@alpa.org

04-17-2010, 03:08 AM

#39 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010
Posts: 36

ALPA responses to Runway 9/27 warnings

Moose,

I have placed all of ALPA's email responses concerning Hurricane Creek and Runway 9/27 in a pdf at this link below. They have known since December of last year. I believe ALPA's Legal area was trying to determine liability associated with telling you all.

<http://www.guycobb.com/wreg/ALPAemails.pdf>

Guy



04-17-2010, 08:59 AM

#40 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Gunter, I sent a response back concerning the earthquake sensors. I believe it is somewhere else in this thread. As far as wanting to see everyone else's reports, the reason is it's the only way validate what methodology Express and MIAC Engineers are using to make their conclusions.

Cliffy's post yesterday answered more questions in one day than I have seen in four years. The disturbing part is that his post validated that Express and MIAC Engineers are working together to cover up their errors. The proof is in the statements:

"The FedEx and MIAC engineering departments have all reviewed Mr. Cobb's reports and have concluded that there is no threat to RWY 09/27 operations nor is there a threat to commercial or private aircraft."

This statement means that FedEx Express and MIAC engineers are making your FAA safety decisions at Memphis International Airport. Even if you don't want to believe any of my findings, that statement alone should make you stop and think.

Basically they are saying we think Guy's hundreds of pages of documentation he's worked on since 2007 are wrong because we looked at the floors of the SuperHub and we did not see any cracks. Look at my documentation...the tunnel does not pass beneath the SuperHub. Blair Cox of Express Engineering and I confirmed the exact path of the tunnel years ago.

So where does the FAA stand on the issue? They've had my documentation since December of 2009. I am very much alleging that the FAA hasn't said a word because they can't explain how Runway 9/27 passed inspection in the condition shown in all of the public satellite photos available online in particular the Google Earth image from February of 2004 (see large vertical fractures above Hurricane Creek tunnel the Airport Authority stated were from when the runway was "open cut" in 1985. The runway would have remained in this condition if not for the FedEx MD-11 accident in September of that same year which forced them to repave).

The reality is, I believe, there were no runway inspections because they trusted Express and the MIAC to do it themselves. It's the same criteria Memphis Water Pollution employs with Express for water that runs through the Hurricane Creek tunnel. They let Express test it themselves. Maybe we will hear something from the FAA soon.

If I were you all and I had to land on that runway, I would ask for a walking tour through the Hurricane Creek tunnel to see for myself what all the fuss is about.

[drftddgr](#)

Line Holder



Joined APC: Feb 2009

Position: 727 F/O

Posts: 67



Quote:

Originally Posted by **JohnnyViper** [▶](#)

Thread of the Year material here. Don't ruin it with facts and logic, Cliffy.

I love the wheel falling off assassination attempt. If they wanted you gone, why not just have some homies pop a cap in you while you were taking a look at your wheel on the interstate? It's happened before.

Because that would involve a homicide investigation. And if the intent was simply intimidation and not an attempt on his life then the loose wheel theory is pretty good.



04-17-2010, 04:52 PM

#42 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by **drftddgr** 

Because that would involve a homicide investigation. And if the intent was simply intimidation and not an attempt on his life then the loose wheel theory is pretty good.

I'll be the first to say I don't think anyone was trying to knock me off. Like you say I would imagine some far more creative means would have been utilized. I think someone was just messing me with. The irony is I never associated the two incidents with the tunnel because I didn't discover the defects until much later. It was more like Steve Martin in the movie The Jerk being shot at and yelling "Wow, someone must really hate these cans!"

What was interesting is that after I found the satellite images of the fractures and began asking for permission to go back to the tunnel so that I could pinpoint the exact location of where the runway crossed the tunnel's ceiling, no one would approve it. So as it stands, no one other than the MIAC and Express Engineers has been in the two center tunnels (including the FAA). I know Cliffy thought the bulldozer sounded out there but you have admit when you look at the photographs of the bulldozer parked inside the tunnel, wouldn't common sense tell you to at least park it outside enough so that the diesel fumes don't blow back into the tunnel when you fire it up again? The dude driving it was pretty nervous looking as well.

I do appreciate you guys still talking about this and the moderators of the forum for leaving it open for discussion. I would like to see Cliffy back in the conversation so that I can walk him through more of the facts. My guess is he may have made a call and received some smear and went with it so I don't slight him at all for that. I can only imagine what's being said all over town about me right now. Regardless I'm not passing the buck.

Last edited by guycobb : 04-17-2010 at 05:05 PM.



04-18-2010, 03:37 PM

[#43 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Here are photos taken of the Hurricane Creek tunnel as of last night (April 17, 2010). These are the images no one wanted you all to see. They clearly show the walls directly below Runway 9/27 are buckling beneath the weight of the new runway. The AFRAM Corporation had predicted this in their first report before being pressured to change it with a revision removing their rebar concerns.

If any of you taxi over the tunnel I'm going to bet you can see where it is sinking.

<http://www.guycobb.com/coverup.htm>



04-18-2010, 04:21 PM

[#44 \(permalink\)](#)

[11Fan](#)

Gets Weekends Off



 **Journo Rules Now Apply**

Fellow APC's,

Mr. Cobb has created a .pdf file on his website with screen prints of this thread along with comments. I'm not sure where this falls under the TOS, nevertheless, remember that this is a public forum.

Joined APC: Jan 2007
Position: Class Clown
Posts: 966



Respectively,

11Fan

04-18-2010, 06:05 PM

[#45 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010
Posts: 36



Quote:

Originally Posted by **11Fan**

Fellow APC's,

Mr. Cobb has created a .pdf file on his website with screen prints of this thread along with comments. I'm not sure where this falls under the TOS, nevertheless, remember that this is a public forum.

Respectively,

11Fan

Noted. I have removed all posts from my pdf except for Cliffys but have removed his username. I would like to hear his thoughts about these new photos and who provided the information in his post. Totally understand if he would rather not say.

04-18-2010, 06:10 PM

[#46 \(permalink\)](#)

[11Fan](#)

Gets Weekends Off



Joined APC: Jan 2007

Position: Class Clown

Posts: 966



Quote:

I have removed all posts from my pdf except for Cliffys but have removed his username.

Very good sir.

Respectfully,

11Fan

04-18-2010, 07:11 PM

[#47 \(permalink\)](#)

[FDXLAG](#)

Gets Weekends Off

Joined APC: Nov 2006

Position: 727 FO

Posts: 3,242



Are not all the posts on this Web site available to anyone? Not sure of the concern.

04-18-2010, 08:34 PM

[#48 \(permalink\)](#)

[guycobb](#)

Line Holder



Quote:


Joined APC: Apr 2010
Posts: 36

Originally Posted by **FDXLAG** 

Are not all the posts on this Web site available to anyone? Not sure of the concern.

Some pilots may not be comfortable sharing information outside of this forum which is understandable and may even be assumed based on your privacy policy. Many have contacted me outside of the forum and sent me info and contact names with the media but have asked not to be involved which is still awesome when you're only one person trying to get help.



 04-19-2010, 08:50 PM

#[49](#) ([permalink](#))

[guycobb](#)


Line Holder

Joined APC: Apr 2010

Posts: 36



Anyone know where Cliffy went?

 04-19-2010, 08:53 PM

#[50](#) ([permalink](#))

[MD11Fr8Dog](#)

P2P



Quote:

Originally Posted by **guycobb** 

Anyone know where Cliffy went?

Uh, he went underground!?!? 



Joined APC: Jul 2006
Position: MD-11 Captain
Posts: 3,541



[11Fan](#)

Gets Weekends Off



Joined APC: Jan 2007
Position: Class Clown
Posts: 966



Quote:

Uh, he went **underground!**?

Anyone check the Hurricane Creek Tunnel recently?

sorry 😊

04-19-2010, 09:37 PM

#52 ([permalink](#))

[MD11Fr8Dog](#)

P2P





Joined APC: Jul 2006
Position: MD-11 Captain
Posts: 3,541




Quote:

Originally Posted by **11Fan** 
Anyone check the Hurricane Creek Tunnel recently?

sorry 

I just tee 'em up! 

 Yesterday, 05:32 PM

[#53 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010
Posts: 36



When I submitted some ideas to FedEx Legal as to how the tunnel could be reinforced before the Holidays in December this was their response:

from Lynn Diebold <lynn.diebold@fedex.com>
to Guy Cobb <ipaintmemphis@gmail.com>
cc Robert Carter <rcarter@fedex.com>
date Mon, Apr 19, 2010 at 9:30 AM
subject RE: A Proposed Solution for Hurricane Creek
mailed-by fedex.com

"Mr. Cobb—You have filed your concerns with OSHA and we intend to allow them to complete their

investigation."

I sure hope you guys remind them of all of this the next time you renegotiate your contracts.



Yesterday, 07:08 PM

[#54 \(permalink\)](#)

[jungle](#)

With The Resistance



Joined APC: Jan 2006
Position: Burning the
Agitprop of the Apparatus
Posts: 2,741



Quote:

Originally Posted by **Cliffy170** [▶](#)

I won't even dignify quoting his post in my reply.

First, Mr. Cobb was fired from FedEx for violating the terms of his employee shipping account. He is no longer an employee for the company.

Second, I applaud Mr. Cobb on his outstanding accomplishments and thoroughness in which he presents his case, although his conspiracy theory-esque explanation of his vehicle mishaps are a misguided attempt to cast blame on a "secret" group tied to his former employer.

Third, The FedEx and MIAC engineering departments have all reviewed Mr. Cobb's reports and have concluded that there is no threat to RWY 09/27 operations nor is there a threat to commercial or private aircraft.

- The bounced landing, go-around, and subsequent tailstrike was on Rwy 09. According to pilot testimony, the aircraft was airborne again just past the extended centerline of Rwy 18L/36R. The aircraft touched down approx. 1100 feet east of the approach end of Rwy 09; the minuscule slope of the runway was not even in the touchdown zone let alone become a contributing factor in causing the aircraft to "pitch up"

- The superhub facility is also situated over the tunnel. The weight of the structure and supporting sort equipment, vehicles, and freight pallets are much higher than the footprint of a landing aircraft. The

floors show no cracking or buckling, yet the thickness of the concrete floors are rated at a lighter load limit.

- The taxiway "Victor" and "300-series gate taxiways" show no signs of damage above the tunnel, while their use is much higher than the runway.

Third, Mr. Cobb has pointed out that his pleas for media attention have fallen on deaf ears; and, now feels that an airline website is an appropriate forum to present his case. The motive is clear: to instill panic and create doubt as to the safety of a "proven sound structure."

Give this the attention it deserves - another joke, a conspiracy theory nutcase wanting to draw attention to himself. Jeep wheels? Bulldozers? Cracking concrete? Sagging ceilings? Seeping walls? I imagine Mr. Cobb's home office to be cluttered with the "Official documents" and "tattered blueprints" that he uses to support his claim of impending apocalypse. Mr. Cobb is just another disgruntled whistleblowing former employee intent on exacting revenge on the company that terminated him.

Nailed it Cliffy, well done, the photographic evidence is very sweet. The grassy knoll and Hoffa's resting place clinch the argument. 🍷

Mr. Cobb, I have a unicorn in my back yard that craps skittles, I can't seem to find a buyer and wonder if you would be interested?



Yesterday, 08:24 PM

[#55 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by [jungle](#)

Nailed it Cliffy, well done, the photographic evidence is very sweet. The grassy knoll and Hoffa's resting


place clinch the argument. 

Mr. Cobb, I have a unicorn in my back yard that craps skittles, I can't seem to find a buyer and wonder if you would be interested?

Jungle man you are coming into the conversation late. Nobody's been able to locate Cliffy since his last Grassy Knoll post. All I can say is if you don't believe me go see walk through the tunnel for yourself and compare my pictures taken on April 17th with what you see. You guys have ramp access badges so there should be no trouble getting permission to see for yourself.

Are you a betting man? \$100 bucks says you'll find the walls beneath runway 9/27 being crushed beneath the weight of the new runway exactly as the photos show.



 Yesterday, 08:25 PM

[#56 \(permalink\)](#)

[gycobb](#)


Line Holder

Joined APC: Apr 2010

Posts: 36



By the way Jungleman I like my bills crisp.

 Yesterday, 08:29 PM

[#57 \(permalink\)](#)

[jungle](#)

With The Resistance





Joined APC: Jan 2006
Position: Burning the
Agitprop of the Apparatus
Posts: 2,741



Quote:

Originally Posted by **guycobb**

Jungle man you are coming into the conversation late. Nobody's been able to locate Cliffy since his last Grassy Knoll post. All I can say is if you don't believe me go see walk through the tunnel for yourself and compare my pictures taken on April 17th with what you see. You guys have ramp access badges so there should be no trouble getting permission to see for yourself.

Are you a betting man? \$100 bucks says you'll find the walls beneath runway 9/27 being crushed beneath the weight of the new runway exactly as the photos show.

I suspect Cliffy is actually working.

Now let me get this straight, Fred is going to risk his crews, his shiny new 200 million dollar aircraft and a multibillion dollar lawsuit just so he can scrimp on a few relatively cheap repairs? Gotcha.

And everyone is participating in hiding these facts except you?

Keep your money, I have a feeling you will need it.

Today, 08:36 AM

[#58 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by **jungle**

I suspect Cliffy is actually working.

Now let me get this straight, Fred is going to risk his crews, his shiny new 200 million dollar aircraft

and a multibillion dollar lawsuit just so he can scrimp on a few relatively cheap repairs? Gotcha. 🍷

And everyone is participating in hiding these facts except you?

Keep your money, I have a feeling you will need it.

I made a side bet for \$1000 that you would fold. Just take a moment to look at the facts alone.

- 1) Has the FAA which is the only Federal agency authorized to inspect and declare the runway and tunnel safe provided any report or statement that the runway is not sinking. No.
- 2) How many people have inspected the runway and tunnel over the past five months that are not affiliated with Express Engineering or MIAC Engineering? Zero. Be the first Jungle Man. Just be ready to say "Oh, Sh**!"
- 3) The Airport Authority had two studies performed by the AFRAM Corporation to determine if the runways and taxiways could handle the A380's back in 2006 when they were still on order. Runway 9/27 was declared good to go. In 2008 I sent my original Vulnerability Report to Randy DiGirolamo with Express and three weeks later there was an announcement that the entire runway was going to be replaced.

What was in the report that triggered this sudden decision to completely replace the asphalt runway? I believe it was this statement:

"One concern that Airfield Maintenance did share with me was that there had been reports from other airports that the A380 had caused damage to runway's that were not strengthened for the A380 footprint. In particular asphalt runways were more susceptible to damage than those of reinforced concrete. It should be noted that all of the current Memphis runways are reinforced concrete, except for runway 9/27 which is the only asphalt runway remaining in service."

Even though the decision to switch from the A380's to 777's had already been made, meaning a lighter aircraft, the reality was that we were still using a 65 year old asphalt strip.

So to answer your question, no, Express was not willing to gamble with the new 777's from an asphalt

airstrip standpoint, the new runway would correct that flaw...but what they were willing to gamble on is that the tunnel would hopefully not collapse because there simply was not enough time to reinforce the tunnel before December 1st. Plus they had already been making modifications to the tunnel for years without anyone knowing so if it started to look like they needed to do something, they could do it out of sight.

Where they made a critical miscalculation is with the original keel beams. The Airport Authority stated that they were both replaced in 1989. Those beams acted just like two bridge spans across the tunnel which was between 6' and 10' below runway. Because of the construction of the new runway the keel beams were removed from everywhere along the center of the runway except over the tunnel. This is the section in my photograph that Cliff has labeled as "Jimmy Hoffa" I believe.

So now they pour the new runway on top of the old keels which no longer have any support from the rest of the runway, and the weight is at least twice what it was prior. From there it gets real simple. You have between 25 and 35 million pounds of weight sinking down onto an un-reinforced tunnel.

So how do I prove this without any help from any government agency, including the FAA, FedEx Express, or the Memphis Airport Authority. Ask yourself what would it look like if the runway were sinking. Probably some kind of "sink hole". We got something like that in the aerial photographs taken just ten days after the opening of the runway.

Certainly the most obvious problem would show up in the walls themselves inside the tunnel. They would probably look like they were being crushed. Got those.

So why would FedEx allow something like this to happen? Sometimes you have to look around to other instances such as when Tiger Woods, Bernie Madoff, Bill Clinton, and Enron could do no wrong.

If you've worked at FedEx long enough you know there is no short supply of arrogance. An open runway is worth about \$50 million a day. The Airport Authority has a \$540 million dollar insurance policy that they won't share any details about. I believe the engineers have been manipulating the tunnel for so long they honestly don't think it's a problem. It is. And it's going to collapse.

I welcome any feedback.



Today, 09:05 AM

#59 ([permalink](#))

[jungle](#)

With The Resistance



Joined APC: Jan 2006
Position: Burning the
Agitprop of the Apparatus
Posts: 2,741



"This section provides evidence of fraud by the following government agencies specific to the Hurricane Creek Cover-Up:

1. Federal Bureau of Investigation (FBI) Director of Memphis Bureau transferred to Washington D.C. (04.07.2010)
2. National Transportation Safety Board (NTSB)
3. Memphis Shelby County Airport Authority (MSCAA)
4. Transportation Security Administration (TSA)
5. Federal Aviation Administration (FAA)"

A direct quote from your site.
The world against guy.

Just out of curiosity I had a friend who is a structural engineer with a specialization in concrete take a look at your photographic "evidence". Sorry guy, it isn't collapsing.
Could you share your engineering credentials with us?

So, you have marginalized yourself to the point that you can no longer hold a regular job, the "Feds are watching your email" and you have come here looking for supporters.
We are fully stocked up on crazy right now, but try again Monday.

In the meantime, may I suggest this site, I think you will see a familiar theme here:<http://www.hawkscafe.com/107.html>

Lastly, I would urge you to seek professional medical attention before what remains of your life is completely destroyed. You are the only thing collapsing.

Last edited by jungle : Today at 09:15 AM.



Today, 09:31 AM

#60 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by [jungle](#)

"This section provides evidence of fraud by the following government agencies specific to the Hurricane Creek Cover-Up:

- 1. Federal Bureau of Investigation (FBI) Director of Memphis Bureau transferred to Washington D.C. (04.07.2010)*
- 2. National Transportation Safety Board (NTSB)*
- 3. Memphis Shelby County Airport Authority (MSCAA)*
- 4. Transportation Security Administration (TSA)*
- 5. Federal Aviation Administration (FAA)"*

*A direct quote from your site.
The world against guy.*

*Just out of curiosity I had a friend who is a structural engineer with a specialization in concrete take a look at your photographic "evidence". Sorry guy, it isn't collapsing.
Could you share your engineering credentials with us?*

*So, you have marginalized yourself to the point that you can no longer hold a regular job, the "Feds are watching your email" and you have come here looking for supporters.
We are fully stocked up on crazy right now, but try again Monday.*

In the meantime, may I suggest this site, I think you will see a familiar theme here: [Hawks Cafe Page 107](#)

Lastly, I would urge you to seek professional medical attention before what remains of your life is completely destroyed. You are the only thing collapsing.

I welcome all your veiled threats Jungleman but where's the beef? You can't post the highlights from my website without the beef. The FBI debacle is already a classic. If the rest of the pilots on here have not read about it, look it up www.guycobb.com/coverup.htm. In fact call Agent Saltsman with the Memphis FBI Bureau and talk to him about it.

If you really do have a friend who's a structural engineer with a specialty in concrete (seems a little convenient to have a friend like that all of a sudden) exactly what is his explanation for how a 10 inch thick wall fourteen feet high has broken away from the rest of the tunnel and is now bulging from 3 to 4 inches outward?

The solution is obvious and simple. Pilots, go the tunnel and make your own judgment. You have to admit, if I didn't know what I was talking about would I keep begging everyone to go see for yourself?



[jungle](#)

With The Resistance



Joined APC: Jan 2006
Position: Burning the
Agitprop of the Apparatus
Posts: 2,741



Quote:

Originally Posted by [guycobb](#)

I welcome all your veiled threats Jungleman but where's the beef? You can't post the highlights from my website without the beef. The FBI debacle is already a classic. If the rest of the pilots on here have not read about it, look it up www.guycobb.com/coverup.htm. In fact call Agent Saltsman with the Memphis FBI Bureau and talk to him about it.

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The solution is obvious and simple. Pilots, go the tunnel and make your own judgment. You have to admit, if I didn't know what I was talking about would I keep begging everyone to go see for yourself?

So now I'm threatening? 🍌

Keep on going, the site needs some more humor, sorry it has to be at your expense. The world needs crazy too, somebody has to do it.



Today, 09:57 AM

[#62 \(permlink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010
Posts: 36



Not to put you on the spot but I would like for you to ask your engineer friend about this picture from the tunnel. There are obviously two outer walls and three inner support walls consisting of eight wall facings. This particular photo shows where the wall section to the left is directly beneath the runway but does not

match the original wall to the right.




Supposedly no modifications have ever been made to the tunnel so what I'm wondering is how would you "insert" or construct this wall under the runway without anyone seeing you. I'm serious about the question because I can't figure out how they could have replaced the walls.


My best guess is they did it when the keels were replaced back in 1989.

Anyway, would welcome your thoughts.








Today, 10:04 AM		#63 (permalink)
<p>jungle With The Resistance</p>  <p>Joined APC: Jan 2006 Position: Burning the Agitprop of the Apparatus Posts: 2,741</p> 	 <hr/> <p>The funny thing is, that wall has no cracks and isn't collapsing. You are worried about the color not being right? Elves might have made repairs in 1989 under the cover of darkness?</p> <p>Keep going, this is great entertainment. 🍷</p> <p>Guy, why not take your evidence to a private engineering firm and get an actual certified evaluation based on your photographs?</p> <p>That would lend some credence to your argument.</p>	



Today, 10:14 AM		#64 (permalink)
<p>guycobb Line Holder</p> <p>Joined APC: Apr 2010 Posts: 36</p>	 <hr/> <p>Jungleman you must not be so quick to jump to conclusions. You're making this too easy for me. Remember the tunnel consists of four individual tunnels consisting of five walls with eight wall faces. This one has the least amount of damage. The point here is the runway wall was replaced despite what the Airport Authority and the Express Engineers are telling you. Here's another that ain't looking too good. One other suggestion would be to stand down there while the fleet is coming in and put your hand against</p>	

| the wall. Might be interesting. |





Today, 10:21 AM		#65 (permalink)
<p>jungle With The Resistance</p>  <p>Joined APC: Jan 2006 Position: Burning the Agitprop of the Apparatus Posts: 2,741</p> 	 <hr/> <p>Once you get a real engineering evaluation, you can file your own lawsuit just like this guy, guy: Hawks Cafe Page 107</p> <p>I am certain this will be your most effective course of action. After all, most of us can't do a structural analysis from a few superficial photos. We are godlike, but still can't see through concrete for the most part.</p> <p>Get busy on that lawsuit man, get some real action going.</p>	

Today, 10:21 AM		#66 (permalink)
<p>guycobb Line Holder</p> <p>Joined APC: Apr 2010 Posts: 36</p>	 <hr/> <p>Quote:</p> <div style="border: 1px solid gray; padding: 5px;"><p>Originally Posted by jungle </p><p><i>The funny thing is, that wall has no cracks and isn't collapsing. You are worried about the color not being right? Elves might have made repairs in 1989 under the cover of darkness?</i></p></div>	

Keep going, this is great entertainment. 🍷

Guy, why not take your evidence to a private engineering firm and get an actual certified evaluation based on your photographs?

That would lend some credence to your argument.

Because if my house is on fire I call the fire department and they show up regardless of whether or not anyone believes me. The FAA are my fire department in this case but they are no where to be found. Why is that? Because they are praying every day for a miracle and a piano to fall on me. The FAA knows they are never going to be able to explain all of this, even if they are legally liable.

Speaking of liability, to this day no one will say who the tunnel belongs to from a maintenance or liability standpoint. Not Express, nor the Airport Authority, the FAA, or the Memphis Public Works. It is truly a no mans land.



Today, 10:25 AM

[#67 \(permalink\)](#)

[jungle](#)

With The Resistance



Joined APC: Jan 2006
Position: Burning the



Quote:

Originally Posted by [guycobb](#)

Because if my house is on fire I call the fire department and they show up regardless of whether or not anyone believes me. The FAA are my fire department in this case but they are no where to be found. Why is that? Because they are praying every day for a miracle and a piano to fall on me. The FAA knows they are never going to be able to explain all of this, even if they are legally liable.

Speaking of liability, to this day no one will say who the tunnel belongs to from a maintenance or

Agitprop of the Apparatus
Posts: 2,741

liability standpoint. Not Express, nor the Airport Authority, the FAA, or the Memphis Public Works. It is truly a no mans land.

Yes, I am sure that it really appears that way to you. They have all aligned themselves against you, it has become quite clear.

We are very fortunate to have you working against the forces of evil for us.



Today, 10:27 AM

[#68 \(permalink\)](#)

[guycobb](#)
Line Holder

Joined APC: Apr 2010
Posts: 36



Quote:

Originally Posted by [jungle](#)

Once you get a real engineering evaluation, you can file your own lawsuit just like this guy: [Hawks Cafe Page 107](#)

I am certain this will be your most effective course of action. After all, most of us can't do a structural analysis from a few superficial photos. We are godlike, but still can't see through concrete for the most part.

Get busy on that lawsuit man, get some real action going.

I do absolutely agree with you that an independent engineering firm evaluation would be excellent. The reality is they are never going to evaluate photos without seeing the tunnel for themselves and I would bet the farm that no one is going to allow a group of structural engineers into the tunnel nor more than they are going to allow any pilots in to see for themselves.



Today, 10:35 AM

[#69 \(permalink\)](#)

[jungle](#)

With The Resistance



Joined APC: Jan 2006
Position: Burning the
Agitprop of the Apparatus
Posts: 2,741



Quote:

Originally Posted by [guycobb](#)

I do absolutely agree with you that an independent engineering firm evaluation would be excellent. The reality is they are never going to evaluate photos without seeing the tunnel for themselves and I would bet the farm that no one is going to allow a group of structural engineers into the tunnel nor more than they are going to allow any pilots in to see for themselves.

Of course, the tunnel formed itself without any structural engineering. No engineers have looked at it since it was built, nor do they conduct periodic inspections. Right.

You are just going to have to spank them all in court guy. It is the only way.

Today, 10:45 AM

[#70 \(permalink\)](#)

[MD11Fr8Dog](#)

P2P



Joined APC: Jul 2006



Quote:

Originally Posted by [11Fan](#)

Fellow APC's,

Mr. Cobb has created a .pdf file on his website with screen prints of this thread along with comments. I'm not sure where this falls under the TOS, nevertheless, remember that this is a public forum.

Position: MD-11 Captain
Posts: 3,541

Respectively,

11Fan

Pretty amazing that he can use quotes from this forum by anonymous unnamed individuals as proof that FedEx is covering stuff! Oh yea, its on the internet, it must be true! 😊



[guycob](#)
[b](#)

Line
Holder

Joined
APC:
Apr
2010
Posts:
36



Quote:

Originally Posted by **jungle** >

Of course, the tunnel formed itself without any structural engineering. No engineers have looked at it since it was built, nor do they conduct periodic inspections. Right.

You are just going to have to spank them all in court guy. It is the only way.

I think this missed the last inspection.



Today, 11:06 AM

[#72 \(permalink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by [MD11Fr8Dog](#)

Pretty amazing that he can use quotes from this forum by anonymous unnamed individuals as proof that FedEx is covering stuff! Oh yea, its on the internet, it must be true! 😏

You actually have a good point there MD11Fr8Dog. Does anyone know if Cliffy is a pilot for FedEx?

Today, 11:12 AM

[#73 \(permalink\)](#)

[jungle](#)

With The Resistance



Joined APC: Jan 2006

Position: Burning the
Agitprop of the Apparat

Posts: 2,741



It is fun playing engineer isn't it?

Would you mind sharing your credentials with us, education prior to your valuable work at FEDEX, previous engineering studies you have done, and some of your other qualifications?

This will surely enhance your standing here. No need to keep showing us the same old photos, the origin of which it is impossible to know-unless we take you at your word.



Today, 11:23 AM

#74 ([permalink](#))

[11Fan](#)

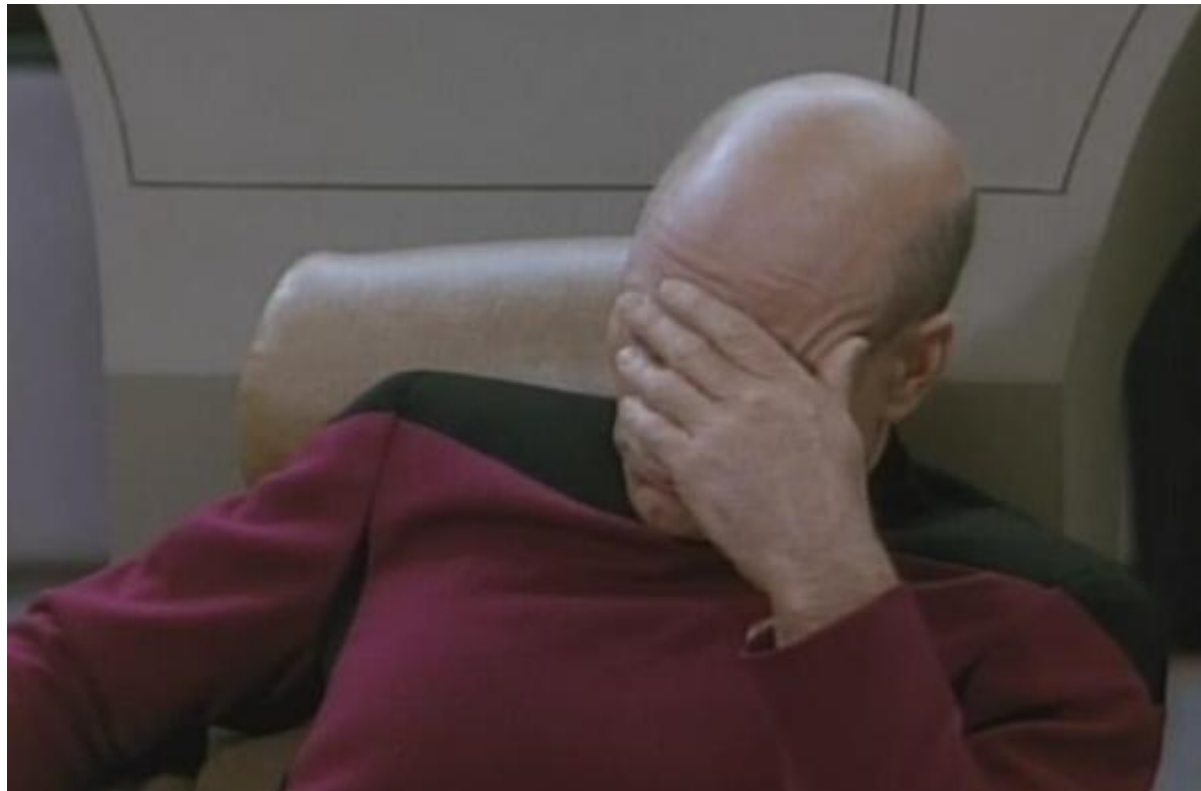
Gets Weekends Off



Joined APC: Jan 2007

Position: Class Clown

Posts: 966



Oh Dear Load



Today, 12:03 PM

[#75 \(permalink\)](#)

[guycobb](#)

Line Holder

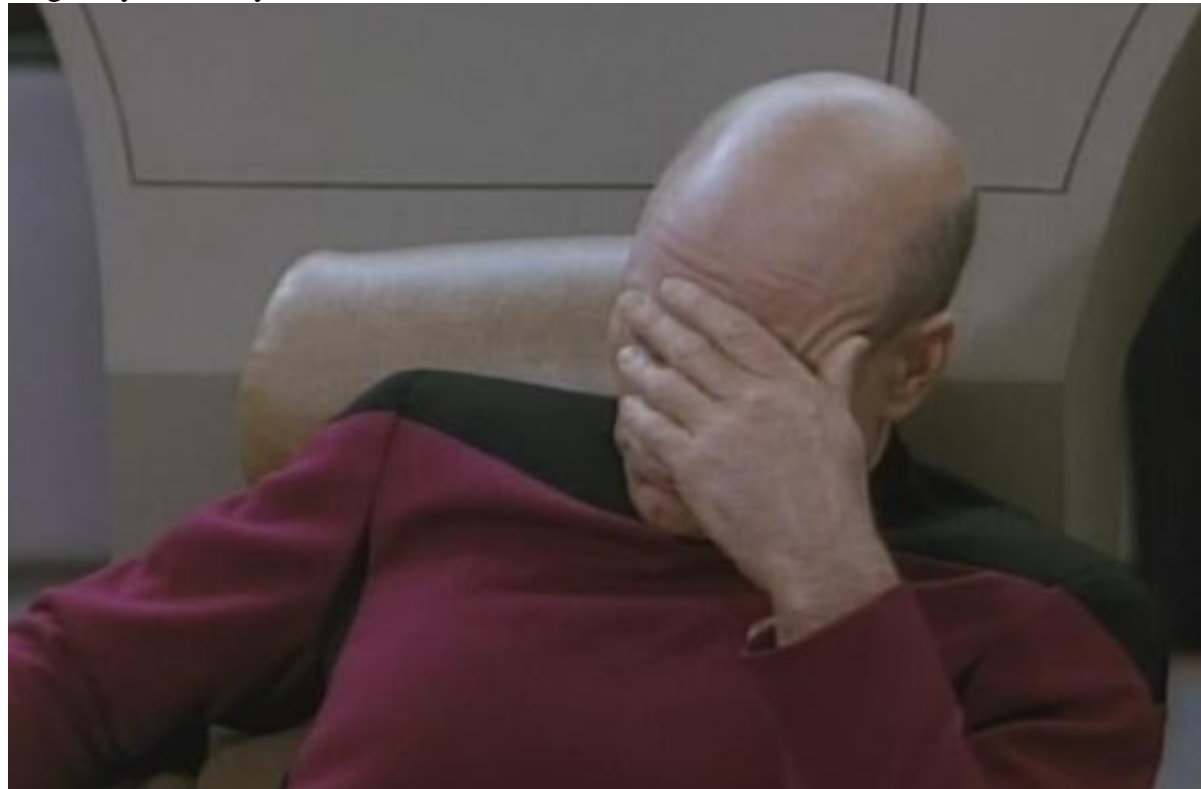
Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by [11Fan](#)




Oh Dear Load



  You gotta love it.


Today, 12:04 PM [#76 \(permalink\)](#)

[jungle](#)
With The Resistance



Joined APC: Jan 2006
Position: Burning the Agitprop of the Apparatus
Posts: 2,741


Credentials?

"Guy Cobb was born in 1963 and raised in St. Louis, Missouri. In 1977 Guy and his family were transferred to Jackson, Mississippi where Guy attended four years of high school and one year at Ole Miss before leaving school to join his older brother, Ty Cobb, as a co-founder and performer with the Bud Light Daredevils. The Bud Light Daredevils were an acrobatic basketball show who performed during the half-time of NBA and college basketball games. The BLD performed throughout all 50 states, Europe, Japan, China, Norway, South America, Australia, Israel, and Puerto Rico and were featured on such television shows as ABC's That's Incredible, Incredible Sunday, Showtime's "Super Dave Osborne Show", and Disney's "Mickey Mouse Club".

Today, 12:07 PM [#77 \(permalink\)](#)

[guycobb](#)
Line Holder

Joined APC: Apr 2010
Posts: 36


Quote:

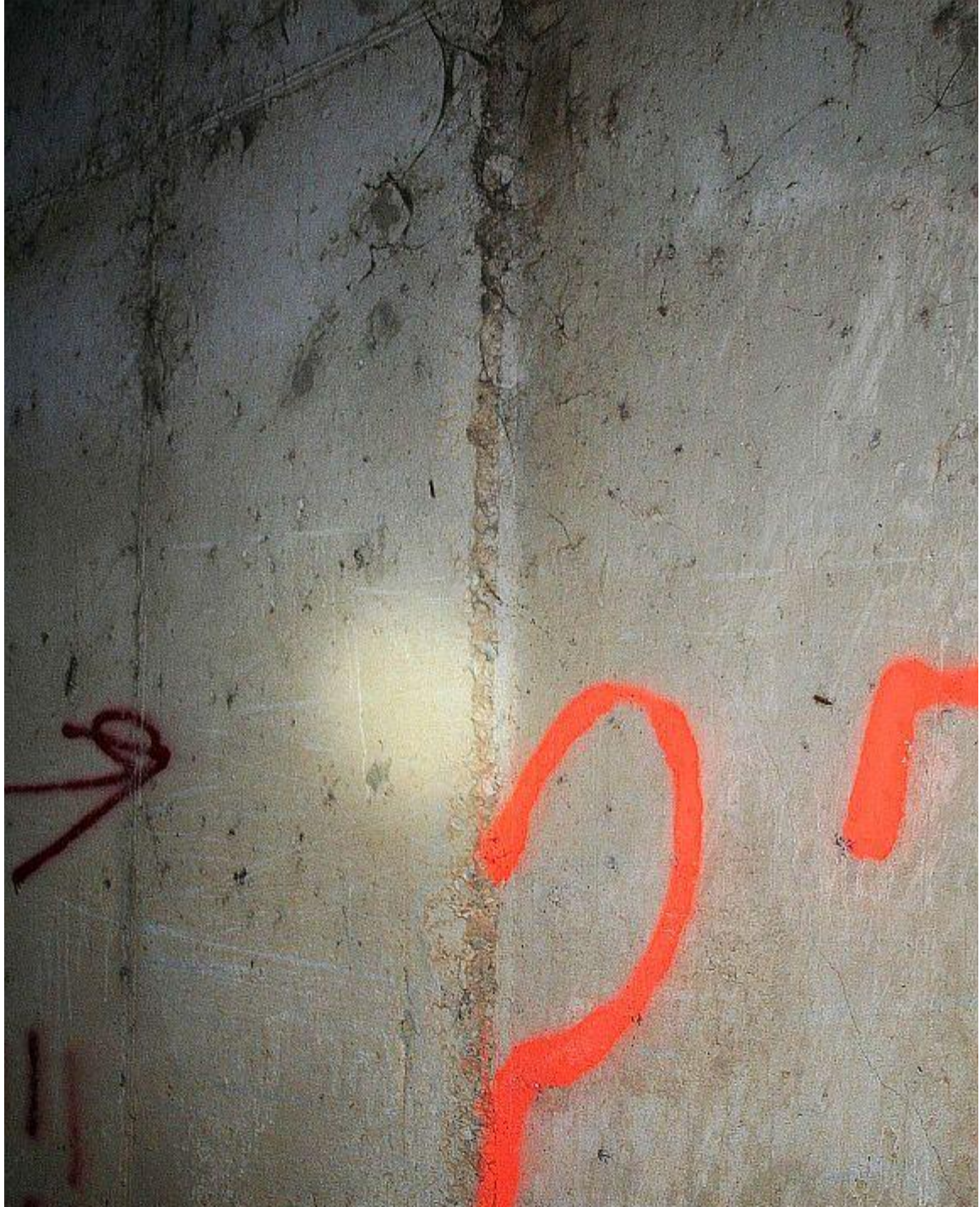
Originally Posted by [jungle](#) 

It is fun playing engineer isn't it?

Would you mind sharing your credentials with us, education prior to your valuable work at FEDEX, previous engineering studies you have done, and some of your other qualifications?

This will surely enhance your standing here. No need to keep showing us the same old photos, the origin of which it is impossible to know-unless we take you at your word.

Deflect deflect deflect...how about this new revolving wall under 27. Inspectors must have scratched their heads when it separated from the adjoining wall.





Today, 12:12 PM

#78 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by **jungle**

Credentials?

"Guy Cobb was born in 1963 and raised in St. Louis, Missouri. In 1977 Guy and his family were transferred to Jackson, Mississippi where Guy attended four years of high school and one year at Ole Miss before leaving school to join his older brother, Ty Cobb, as a co-founder and performer with the Bud Light Daredevils. The Bud Light Daredevils were an acrobatic basketball show who performed during the half-time of NBA and college basketball games. The BLD performed throughout all 50 states, Europe, Japan, China, Norway, South America, Australia, Israel, and Puerto Rico and were featured on such television shows as ABC's That's Incredible, Incredible Sunday, Showtime's "Super Dave Osborne Show", and Disney's "Mickey Mouse Club".

Dude you didn't say anything about my paintings for the blind. Only have them in 11 museums. Check them out next time your in the Tennessee State Capitol Building. [GuyCobb.com](#)

Just realized I'm not supposed to link to outside webpages. Hope the moderator will let this one ride.



Today, 12:13 PM

#79 ([permalink](#))

[jungle](#)

With The Resistance



Joined APC: Jan 2006
Position: Burning the
Agitprop of the Apparatus
Posts: 2,741



Quote:

Originally Posted by [guycobb](#)

Deflect deflect deflect...how about this new revolving wall under 27. Inspectors must have scratched their heads when it separated from the adjoining wall.

So you have proved that there are continuing engineering inspections? That really doesn't help your case.

Today, 12:15 PM

[#80 \(permalink\)](#)

[jungle](#)

With The Resistance



Joined APC: Jan 2006
Position: Burning the
Agitprop of the Apparatus
Posts: 2,741



Quote:

Originally Posted by [guycobb](#)

Dude you didn't say anything about my paintings for the blind. Only have them in 11 museums. Check them out next time your in the Tennessee State Capitol Building. [GuyCobb.com](#)

Just realized I'm not supposed to link to outside webpages. Hope the moderator will let this one ride.

Yes, but we aren't blind and you aren't painting a very good picture here.
Painting is related to engineering in what way?

A flair for the arts has been noted in many highly disturbed individuals. The primitive, completely

unschooled art can be fantastic.
Seperating the fantasy from the reality tends to be a problem for some of these individuals.

Last edited by jungle : Today at 12:39 PM.



[Ewfflyer](#)

Doesn't really work



Joined APC: Jul 2006
Position: Left, Right,
and Office Chair
Posts: 2,473



In my unexpert guesstimation, those walls just look like old concrete walls. Ever looked closely at a bridge?

There will always be some slight cracking/movement in concrete, hence why drive-ways/surfaces usually have cuts put in them to control the location, but still doesn't always work. I'm no engineer, nor claim to be one, but I'll use my base knowledge and go from there.

I guess in whatever many years it takes, you can say "I told you so." Until then.....Have a nice Day

Today, 01:09 PM

#82 ([permalink](#))

[guycobb](#)

Line Holder

Joined APC: Apr 2010
Posts: 36



Quote:

Originally Posted by [jungle](#)

*Yes, but we aren't blind and you aren't painting a very good picture here.
Painting is related to engineering in what way?*

A flair for the arts has been noted in many highly disturbed individuals. The primitive, completely unschooled art can be fantastic.

Seperating the fantasy from the reality tends to be a problem for some of these individuals.

Jungleman, everyone obviously knows who I am on here and what I am trying to accomplish with this issue. I think it's only fair for you to tell me who you are and why are you so resistant to some very smart pilots on this forum from accepting what I am presenting here. We both know that any pilot who stands under 27 and sees these walls in person is going to agree with me. Crank up the tour bus.



Today, 01:14 PM

[#83 \(permlink\)](#)

[guycobb](#)

Line Holder

Joined APC: Apr 2010

Posts: 36



Quote:

Originally Posted by **Ewfflyer**



In my unexpert guesstimation, those walls just look like old concrete walls. Ever looked closely at a bridge?



There will always be some slight cracking/movement in concrete, hence why drive-ways/surfaces usually have cuts put in them to control the location, but still doesn't always work. I'm no engineer, nor claim to be one, but I'll use my base knowledge and go from there.

I guess in whatever many years it takes, you can say "I told you so." Until then.....Have a nice Day

Ewfflyer I agree in that I won't eat up any more of everyone's time on here. The thing is you pilots shouldn't have to even think about this kind thing going on. What I'm finding though is no one is watching out for you guys, including ALPA. I've asked Michael Bender repeatedly to confirm if he was one of the inspectors for the September 2004 MD-11 accident. No replies. Stay safe.



Today, 01:36 PM		#84 (permalink)
guycobb Line Holder Joined APC: Apr 2010 Posts: 36	 <hr/> <p>One last note: Here is the address and phone number for Memphis Airfield Maintenance. Next chance any of you have either before or after work, call them and let them know you are a Pilot or Engineer and would like to have someone drive you down to the tunnel for a look. Just make sure you look all the walls in all four tunnels. You should be able to recognize where 27 is above you by the photographs you've seen on here. I believe Stacy Tomlinson was in charge of our tour in 2006.</p> <p>Memphis Airfield Maintenance 3318 Winchester Road Memphis, TN 38118-4810 (901) 360-0502</p>	
		

Today, 03:09 PM		#85 (permalink)
11Fan Gets Weekends Off	 <hr/> <p>Quote:</p> <div style="border: 1px solid black; padding: 5px;"><p>One last note:</p></div> <p>Well I guess that puts a tidy little bow on this thread.</p>	
		

Joined APC: Jan 2007
Position: Class Clown
Posts: 966



Today, 04:53 PM

#86 ([permalink](#))

[vagabond](#)

Moderator and Mom

Joined APC: May 2006

Position: F-18 Captain

Posts: 3,906



One Last Mom Note:

Alrighty then! If anyone else needs to borrow that tin foil hat left by you-know-who, just send me a PM. I have kept the thing in a safe place and ready for use anytime. 😊

I must say that this thread has been singularly entertaining in a queasy sort of way. But like all threads, it has a limited shelf life and alas, the expiration date is upon us.

If you are concerned about the dang tunnel or Runway 27 or Area 51 or whatever else, contact Mr. Cobb, by all means (and use his website, not APC). If you think Mr. Cobb needs a reality check, well, I think he's been warned by too many people already.

I wish you the best of luck in your search for the truth, Mr. Cobb. It's out there, but I think you have always known that.

