



Boeing Ordered To Pay \$49.5M To 737 MAX Crash Family After 7-Year Battle



By **Luke Diaz** — Published May 14, 2026, 1:43 AM EDT

Luke Diaz is a freelance military writer with experience with active duty experience in the US Navy as well as defense and industrial engineering. He is a former Naval Flight Officer who performed tactical air control on the carrier-based E-2 Hawkeye.

✈ **Boeing** successfully evaded being the first corporation in American history to face criminal felony charges and settled over 90% of the 150+ wrongful death cases following the **Boeing 737 MAX** crashes. Yet, a handful of families have continued to hold out in pursuit of forcing the company into a public trial that would bring the accountability they seek.

The Seattle Times just reported the conclusion of another case on Wednesday, May 13. A jury ordered Boeing to pay \$49.5 million to the family of Samya Rose Stumo, a 24-year-old US citizen who died when **Ethiopian Airlines** Flight 302 hit the ground outside Addis Ababa. This follows a settlement in November 2025 to the family of Shika Garg for over \$28 million.

The Human Toll Of Corporate Negligence



It was found in the aftermath of the crash that Boeing had deceived the Federal Aviation Administration (FAA) regarding the maneuvering characteristic augmentation software in the plane. They had also not revealed its existence to aircrew, directly causing both crashes that killed a total of 346 people.

Boeing initially agreed to plead guilty to a criminal charge of conspiracy to defraud the USG in July 2024. Despite initial statements from the US government that indicated criminal wrongdoing, the company successfully negotiated a legal diversion with the Department of Justice last year after the presiding federal judge, Reed O'Connor, rejected a plea deal in that same year.

Shanin Specter and Elizabeth Crawford, attorneys from Kline & Specter who are representing Stumo's estate, were quoted by The Seattle as giving this remark on Wednesday:

"We are gratified for the opportunity to try the compensatory damages case."

The Price Of Cutting Corners



To date, Boeing has paid over \$3.8 billion in fines, penalties and settlements, including dedicated compensation funds. These payments include a long list of government agencies, airlines and operators, as well as the victims' families. Even so, Boeing remains entangled in lawsuits with victims and even its own investors on Wall Street.

After Judge O'Connor rejected the plea arrangement in December 2024, the company quickly changed course to avoid a public trial. This legal 'about face' coincided with the arrival of Boeing's new CEO in August 2024, Kelly Ortberg. Below is a summary of Boeing's payouts to date:

Date	Payee	Category	Amount
Jan 2021	Commercial Airline Clients	Grounding operational losses	\$1.77 Billion
Jan 2021 to Nov 2025	Crash Victims' Families	Direct federal compensation funds	\$944 Million
Jan 2021 to Nov 2025	US Department of Justice	Criminal fraud penalties	\$487 Million
Nov 2025	Boeing Internal Operations	Mandated safety & compliance spending	\$453 Million
Sept 2022	Securities & Exchange Commission	Investor public deception fine	\$200 Million
Sept 2025	Federal Aviation Administration	Quality control violations fine	\$3 Million
TOTAL	-	-	\$3.857 Billion

In May 2025, Boeing agreed to a non-prosecution agreement that resulted in higher fines but granted a full dismissal of the case. O'Connor heavily criticized the NPA in public and wrote a 10-page judicial order that heavily cited the crash victim's family and explicitly stated that the deal failed *"to secure the necessary accountability to ensure the safety of the flying public."*

Boeing's Resurgence: Soaring Demand For The 737 MAX



As the company clears the legal scandals that have marred its name for more than half a decade since the first jet crashed off the coast of Indonesia, airlines and operators around the world are now clamoring to get their hands on more of the jets. The company started 2026 strong with 284 net new orders in the first four months.

This has been complemented by a rebound in output with first-quarter deliveries that outpaced Airbus for the first time since the 737 MAX crisis began. The FAA raised the production quota of the assembly line to 42 per month late last year, the highest since the door plug blew out in 2024.

The company is hopeful that the 737 MAX 7 and MAX 10 will be certified this year, as production rates increase. The enormous backlog of more than 1,700 MAX 10 jets will strengthen the company's bottom line when deliveries begin at full rate.

A major factor in how this is possible is federal oversight. FAA inspectors personally sign off on every individual 737 MAX aircraft before it leaves the factory after the agency stripped Boeing of its certification privileges, further ensuring no more major defects make it to a production airplane.