

DOCKET NO. SA-516

APPENDIX 10

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC

INTERVIEW TRANSCRIPT  
JOHN M. JEANMARIE  
NOVEMBER 19, 1996  
(20 pages)

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BEFORE THE  
UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

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In the Matter of:                   :  
TWA FLIGHT 800                       :  
INTERVIEW OF                        :  
JOHN M. JEANMARIE                   :  
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        The above-entitled matter came on for interview, pursuant to Notice, before NORM WIEMEYER, NTSB Official, at JFK International Airport, Jamaica, NY, on Tuesday, November 19, 1996 at 12:30 p.m.

## 1 APPEARANCES:

2 TERRY STACEY, TWA

3 LU LIEBER, FBI

4 STEPHEN KLAPACH, FAA

5 CHARLES HALE, IAM

6 KEVIN LONGWELL, BOEING

7 DENNIS SANTIAGO, IAM

8 LOU BURNS, AIRLINE PILOTS ASSOCIATION

9 RICH KARNIEWICZ, FBI

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INTERVIEWEE

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JOHN M. JEANMARIE

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## P R O C E E D I N G S

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MR. WIEMEYER: So that our stenographer will have everything down correctly and we can contact you after this so that you can review the transcript and make sure that everything's correct, would you state your full name, please?

MR. JEANMARIE: John N. Michael Jean Marie.

MR. WIEMEYER: And spell your last name.

MR. JEANMARIE: J-E-A-N-M-A-R-I-E. One word.

MR. WIEMEYER: And could you give us your address, please?

MR. JEANMARIE: 4058 Meadow Lane, Seaford, New York.

MR. WIEMEYER: And the Zip Code?

MR. JEANMARIE: 11783.

MR. WIEMEYER: And your phone number, please.

MR. JEANMARIE: 516-785-7724.

MR. WIEMEYER: Okay. John, would you state -- Obviously, your employer is TWA, but we need that for the record. Would you state who your employer is?

MR. JEANMARIE: TransWorld Airlines.

MR. WIEMEYER: And how long have you been employed by them?

MR. JEANMARIE: Nine-and-a-half years.

MR. WIEMEYER: And what is your job title?

MR. JEANMARIE: Ramp service person.

MR. WIEMEYER: Okay. Have you been in ramp service

1 the entire time you've been employed by TWA?

2 MR. JEANMARIE: Yes, sir.

3 MR. WIEMEYER: Okay. Would you describe what your --  
4 some of the details of your job, what you do?

5 MR. JEANMARIE: Basically, loading and unloading  
6 aircraft, large ones, mechanically loading and small ones,  
7 physically loading.

8 MR. WIEMEYER: You say, "loading and unloading," is  
9 that strictly luggage, luggage, cargo?

10 MR. JEANMARIE: Luggage and cargo.

11 MR. WIEMEYER: Okay. Did you work Flight 800 on the  
12 17th of July?

13 MR. JEANMARIE: Yes, I did.

14 MR. WIEMEYER: And in your previously stated  
15 position?

16 MR. JEANMARIE: Yes.

17 MR. WIEMEYER: Would you tell us what you can recall  
18 about that -- working that flight?

19 MR. JEANMARIE: Basically, it was a non-eventful --  
20 you know -- situation. We were given the flight about 6:30, I  
21 believe it was -- I'm not sure of the times exactly. It was  
22 the first flight. My shift started at six o'clock that night,  
23 and it was the first flight we were doing.

24 Went to the aircraft. It was a light load, a little  
25 bit of -- some freight in the back, couple of cans --

1 containers with bags of -- and some loose freight and bags --  
2 It was a quick job, half an hour, basically. You spend more  
3 time waiting around for stuff than actually loading.

4 MR. WIEMEYER: Do you recall -- was there any bags  
5 off-loaded and reloaded or anything like that --

6 MR. JEANMARIE: I was not the first of the crew to  
7 reach the plane. To my knowledge, the plane was empty when we  
8 approached it. I got there several minutes after the crew got  
9 there. So I don't know. I don't know if they opened the doors  
10 or if they were open. I couldn't tell you. I was not the  
11 first one there.

12 MR. WIEMEYER: Do you recall if there were any live  
13 animals --

14 MR. JEANMARIE: I loaded I believe it was 14 boxes of  
15 small turtles in the C belly.

16 MR. WIEMEYER: Okay.

17 MR. JEANMARIE: They were going as freight.

18 MR. WIEMEYER: Okay. Do you recall what the weather  
19 conditions were for --

20 MR. JEANMARIE: It was very warm. It was a hot  
21 summer day.

22 MR. WIEMEYER: What about wind?

23 MR. JEANMARIE: That time of the evening, it was  
24 pretty calm, but it was very warm. That afternoon was very  
25 warm --

1 MR. WIEMEYER: Did you spend any time up in the bins  
2 at all?

3 MR. JEANMARIE: In the C belly, yes.

4 MR. WIEMEYER: How was the temperature in the bins?

5 MR. JEANMARIE: It was very warm.

6 MR. WIEMEYER: Did any of the other people comment to  
7 you that you were working -- about the temperature?

8 MR. JEANMARIE: Yes, they did. When I first got in  
9 the C belly, two of the other crew members were working in the  
10 B belly adjacent, and we were all sweating. It was very warm  
11 up there.

12 MR. WIEMEYER: Did you have any contact with any of  
13 the flight crew members?

14 MR. JEANMARIE: Yes, I did. After they finished  
15 loading the B belly and locked the door, I came out of the C  
16 belly, after I had thrown some luggage or something in there,  
17 and was approached by one of the crew members to ask me about  
18 an overheat light. I believe that's what he said, "overheat  
19 light." Some kind of temperature indicator light in the B  
20 belly of the plane, which I really didn't enter in -- kind of  
21 is a screen between the two bellies. I never talked to the  
22 other guys between it while they were working it. I told him  
23 it was very warm up there. I was really sweating.

24 Since I hadn't been in the B belly, I didn't want to  
25 mislead the guy. I would not give him any information. I went



1 right to the two guys -- They had already moved the load into  
2 the A belly. So I said, "Wait here a second. Let me go ask  
3 the two guys who were in there." I climbed up on the loader in  
4 the A belly and asked them if they noticed anything, if the  
5 heat was on or -- you know -- if they saw anything unusual.  
6 They told me no, and I went back down on the ground and told --  
7 I thought it was the flight engineer, but it turned out it was  
8 the captain -- that they hadn't noticed anything, and that was  
9 the last --

10 MR. WIEMEYER: Okay. That guy that you told which  
11 you thought was the flight engineer -- so he was an older guy?

12 MR. JEANMARIE: Yes. I'd say about 50.

13 MR. WIEMEYER: Okay.

14 MR. JEANMARIE: I'm not very good with age --

15 MR. WIEMEYER: Yes.

16 MR. JEANMARIE: He had an ID on -- you know.

17 MR. WIEMEYER: Based on your experience in working  
18 cargo over a number of years in all kinds of weather  
19 conditions, would you characterize as the relationship of the  
20 outside air temperature to temperature in bins as anything  
21 different than what you're used to in similar situations from  
22 the past?

23 MR. JEANMARIE: It was noticeably hot in there, but  
24 I've been in planes when the heat was on, like during the  
25 winter, if the heat had been on and the C belly -- the pipes

1 are underneath the floor -- where it's been incredibly hot.  
2 You can have just as great a difference if the plane just comes  
3 in and you open it and unload it, the difference can be -- you  
4 know -- be cool inside as compared to outside. Sometimes, when  
5 it's hot out, you want to sit in the belly because it's nice  
6 and cool in there. It was noticeably hot, though --

7 MR. WIEMEYER: When you first went out to work the  
8 aircraft, were the cargo doors open or closed?

9 MR. JEANMARIE: Well, I -- like I said, when I got  
10 there, they were already loading the B belly. The belt loader  
11 that goes into the C belly was already there. The A belly, I  
12 would guess that it was open. I would guess from -- you know --  
13 - from working the flights that way, I would say it was open,  
14 but I couldn't swear to it. The B belly was open. They  
15 working on it when I got there. The C belly was open. The  
16 belt loader was --

17 MR. WIEMEYER: Is there any policy or practice --  
18 that you're aware of -- that when an airplane is going to be  
19 sitting on the ramp for a period of time that they close the  
20 cargo bins or do they leave them open or what's been your  
21 experience?

22 MR. JEANMARIE: Well, normally, unless a plane comes  
23 into a gate and it's going to go out on the same gate,  
24 previously, I don't think there was any set practice. A lot of  
25 times -- you would normally lock them up or if they weren't

1 sure if a plane was going to leave from the same gate, we would  
2 lock the doors, but as far as being written in stone, I would  
3 say, no.

4 MR. WIEMEYER: Do you recall what gate this airplane  
5 was sitting at?

6 MR. JEANMARIE: I think it was 27. 26 or 27.

7 MR. WIEMEYER: Okay. I don't have anything else.  
8 Terry.

9 MR. STACEY: Yes. I'm Terry Stacey with TWA, a 747  
10 captain.

11 You mentioned something about that heat. If the  
12 cargo heat were on, would you know it?

13 MR. JEANMARIE: Well, I've noticed in the past in the  
14 winter when it's on sometimes. You can hear it. It sounds  
15 like steam heat running, but because I wasn't in -- directly in  
16 the B belly, I didn't necessarily think that that was the  
17 reason it was hot in there -- I wasn't actually in the B belly  
18 of the plane. So that's why I went and made sure. I didn't  
19 want to -- you know -- give the man any incorrect information.

20 As far as I know, it wasn't on. They hadn't noticed  
21 anything.

22 MR. STACEY: Okay. Do you know where the APU duct is  
23 or the duct from the APU is in those cargo compartments --

24 MR. JEANMARIE: I mean -- I really don't know much  
25 about it. I know that -- You know, I know how the heat works

1 through the A and B belly. It's like pipe -- and then you can  
2 hear it running when it's on, usually.

3 MR. STACEY: Okay. Have you -- In your experience  
4 loading 747s, have you experienced the -- or anyone mentioned  
5 overheat light on?

6 MR. JEANMARIE: That was the first time I had ever  
7 heard of it. You know, but found out it's somewhat --

8 MR. STACEY: Was the flight crew member that you  
9 talked to, was he by himself?

10 MR. JEANMARIE: Yes, he was.

11 MR. STACEY: He was?

12 MR. JEANMARIE: He approached me as -- I had just  
13 come out of the C belly and was heading towards the A to help  
14 with the A belly.

15 MR. STACEY: Okay. And you say it was an older  
16 gentleman?

17 MR. JEANMARIE: Well, late 50s.

18 MR. STACEY: Did he have dark hair?

19 MR. JEANMARIE: Salt-and-pepper hair.

20 MR. STACEY: Salt-and-pepper.

21 Did you notice any stripes he was wearing?

22 MR. JEANMARIE: To be honest, it's kind of hazy at  
23 this point. I had thought he was -- I don't know. For some  
24 reason, I thought he was a flight engineer, but after looking  
25 the paper and seeing his picture, I realized it was the

1 captain.

2 MR. STACEY: The captain.

3 MR. JEANMARIE: Yes.

4 MR. STACEY: Do you recall his name?

5 MR. JEANMARIE: Schubert or something like that.  
6 It's very hazy at this point.

7 MR. STACEY: Okay. So -- when you said,  
8 "captain" --

9 MR. JEANMARIE: I mean, I could still have it  
10 confused --

11 MR. STACEY: Okay --

12 MR. JEANMARIE: -- had an idea -- I did recall that  
13 right away.

14 MR. STACEY: Okay. Thank you.

15 MR. KARNIEWICZ: Hi, John. I'm Richard Karniewicz  
16 with the FBI.

17 Loose luggage -- loose luggage is stored where --

18 MR. JEANMARIE: Generally, in the C belly.

19 MR. KARNIEWICZ: Was there a lot of --

20 MR. JEANMARIE: No, there wasn't much at all. There  
21 was a few bags amount, a little bit of -- the turtles. There  
22 was a guitar and a garment bag in a box, you know -- box to  
23 protect the bag. There wasn't much, maybe 20 pieces, if I  
24 recall. After I got out of the C belly, though, somebody else  
25 went up and threw some other stuff in there -- still, it wasn't

1 like a full load, I know that.

2 MR. KARNIEWICZ: Do you recall putting -- Obviously,  
3 people at times got a lot of carry-on garbage -- stuff that  
4 doesn't fit in the overhang winds up -- I'm sure, gets thrown  
5 in that area. Do you recall throwing anything into that  
6 particular area?

7 MR. JEANMARIE: You're talking about gate-check  
8 stuff. Myself, I didn't put anything in there from the gate.

9 MR. KARNIEWICZ: How about removing the luggage --  
10 luggage from the -- Anybody do anything like that?

11 MR. JEANMARIE: There's no reason to take anything  
12 off, as far as I know. I think later, after we initially  
13 loaded the plane, the reopened it to put another can of bags on  
14 it, but I wasn't there for that.

15 MR. KARNIEWICZ: In the event -- I mean, I don't know  
16 if this pertains to you, but if a passenger didn't board a  
17 craft, would you remove his luggage or anything like that?

18 MR. JEANMARIE: Oh, we do that routinely.

19 MR. KARNIEWICZ: Routinely?

20 MR. JEANMARIE: Every time.

21 MR. KARNIEWICZ: Do you recall if anything like that  
22 happened that night?

23 MR. JEANMARIE: Well, we left the plane. I wasn't  
24 there for the lock-up either, when they closed the doors. We  
25 left the plane. I know another crew went and put another cargo

1 container of bags on, another container of bags on.

2 MR. KARNIEWICZ: How would you be notified if an item  
3 of luggage was to be removed?

4 MR. JEANMARIE: Generally, they contact the crew that  
5 loaded the plane. If they're unavailable, they get whoever's  
6 available to -- they give them the -- you know -- the bag tag  
7 numbers. They generally can locate where they are in the  
8 plane, because they pull the tags, they match them up. It's a  
9 routine. We do it routinely all the time.

10 If the crew that loaded the plane isn't around,  
11 they'll get somebody else to do it.

12 MR. KARNIEWICZ: Could you describe the procedure on  
13 how you -- connecting-flight luggage? I mean, what's the  
14 procedure involved in that?

15 MR. JEANMARIE: Well, see, generally, we don't handle  
16 the bags -- the stuff we'll handle is like the last stuff to  
17 come from the bag room, and any security check or any -- you  
18 know -- bag pulls on -- tag pulls are all done in the bag room.  
19 We just load it. You know, we match the numbers of the cans  
20 and keep a record of what goes on the plane.

21 MR. KARNIEWICZ: So you're not really involved in  
22 that procedure.

23 MR. JEANMARIE: I'm not involved with checking  
24 whether the bag's been security cleared or -- If I were working  
25 in the bag room, that's where they generally take care of that.

1 MR. KARNIEWICZ: Thank you.

2 MR. KLAPACH: Steve Klapach, FAA.

3 When you said that you aren't there for the final  
4 lock-up, was another crew there?

5 MR. JEANMARIE: No, my crew was there. It happened  
6 to be pay day, and I was short on cash, so I ran over to get my  
7 paycheck, and by the time I came back -- I ran to the bank --  
8 my crew had left the flight.

9 MR. KLAPACH: Okay.

10 MR. JEANMARIE: Actually, we went right to the next  
11 gate and worked another flight --

12 MR. KLAPACH: Okay. Thank you.

13 MR. HALE: I'm Charlie Hale with the IAM.

14 With your previous expertise, if the cargo doors had  
15 been closed and the aircraft was sitting on the ramp for a  
16 while and then you opened the doors, did the temperature that  
17 you came in contact with in the cargo compartments, would you  
18 consider that to be an average temperature if the cargo doors  
19 were closed and then went into it?

20 MR. JEANMARIE: If they were closed? If the plane  
21 had been there a while and the doors were closed, I would be  
22 surprised for it to be that hot, I think, but it was a day in  
23 the 90s and it was a very sunny day, too. I wouldn't say it  
24 was completely unusual. It just was hot. It was humid, you  
25 know.



1 MR. HALE: Did you have any dealings with loading the  
2 A belly at all?

3 MR. JEANMARIE: After going up to ask the guys if  
4 they had noticed anything in the B belly, I got back down and  
5 just helped out on the ground, pushing the cans onto the  
6 loader.

7 MR. HALE: But you didn't notice anybody in the A  
8 belly saying that they felt that it was extremely warm up there  
9 also?

10 MR. JEANMARIE: To be honest with you, you know, when  
11 we work in the back of the plane, we talk about it because like  
12 it's all coming from the C belly into B. Aside from going up  
13 there and asking them about the B, I don't think they really  
14 had anything to say. So I couldn't say whether it was as hot  
15 or it wasn't as hot as the back of the plane. I would guess  
16 that it was.

17 MR. HALE: That's all I have right now. Thank you.

18 MR. LONGWELL: Kevin Longwell from Boeing.

19 Do you recall having -- contact -- loading it -- the  
20 17th?

21 MR. JEANMARIE: That particular aircraft?

22 MR. LONGWELL: Um-hum. But do you even know what  
23 aircraft --

24 MR. JEANMARIE: Yes. We did so many of them, I  
25 really don't keep track. I'm sure I've been on the plane

1 before, but --

2 MR. LONGWELL: Do you, in the process of loading and  
3 meeting your crew, walk underneath the aircraft at any time?

4 MR. JEANMARIE: Yes. I mean, we don't hesitate to  
5 walk underneath the airplane if we have to go upstairs or --  
6 Now, when you're loading the cans on, you do drive under a  
7 plane --

8 MR. LONGWELL: Do you remember walking under the  
9 wings -- this airplane?

10 MR. JEANMARIE: Just from going from the C to the A  
11 belly, and some of the mechanics were working on one of the  
12 engines.

13 MR. LONGWELL: That would be on which side?

14 MR. JEANMARIE: Well, it would be on the right side  
15 of the plane.

16 MR. LONGWELL: Did you notice anything unusual -- at  
17 all about the aircraft?

18 MR. JEANMARIE: Not really. I mean, they were  
19 working on the plane. They were doing something. I noticed  
20 that. That was about it.

21 MR. LONGWELL: By "they" -- what do you mean?

22 MR. JEANMARIE: Well, I don't know them by name, but  
23 the one gentleman who's outside, he was working on that engine.  
24 I noticed it because they were using a big bar. They were  
25 trying to pry something into place or I don't know what they

1 were trying to do, but I noticed they were using a big -- it  
2 was something unusual.

3 MR. LONGWELL: Okay. No further questions.

4 MR. BURNS: Lou Burns, Airline Pilots Association.  
5 No questions.

6 MR. STACEY: And my usual follow-up. (Laughter.)  
7 Did you work any other 747s that night, do you  
8 recall?

9 MR. JEANMARIE: Yes, the next flight we did was an  
10 inbound from San Juan, a 747.

11 MR. STACEY: And would you recall the temperature in  
12 that airplane?

13 MR. JEANMARIE: I didn't go in that plane.

14 MR. STACEY: Thank you.

15 MR. KARNIEWICZ: How do you know -- If there's a  
16 last-minute bag to be thrown on, how do you guys distinguish or  
17 how do you know that that bag was -- you know -- searched  
18 through an X-ray machine and stuff like that? Is there any  
19 label on it or anything that designates that it was checked and  
20 stuff?

21 MR. JEANMARIE: Well, generally, the bags are brought  
22 out to us from the bag room. The security stuff is all taken  
23 care of in the bag room. I mean, if somebody handed me a bag  
24 to put on a plane, I wouldn't put it on unless I went upstairs  
25 personally, you know, if I went to get a gate-check bag and it

1 had a tag on it, it wouldn't go on -- and somebody handed it to  
2 me. I wouldn't just pick up something and put it on.

3 MR. KARNIEWICZ: But there is nothing -- no system  
4 set up where there's a label that indicates it was screened or  
5 something like that, nothing --

6 MR. JEANMARIE: Tel Aviv flights, I know they screen  
7 it. You know, they put security tape on, but they hadn't been  
8 doing that for Paris flights or even those -- continue on in  
9 some form to Tel Aviv. Well, I shouldn't even say that -- I  
10 guess some of the bags that continue on to Tel Aviv have the  
11 tape on.

12 MR. KARNIEWICZ: But generally --

13 MR. JEANMARIE: Somebody brings me a bag -- somebody  
14 that I know, you know, and I know -- while I know everybody --  
15 you know -- nobody comes under there and works with us. If  
16 that person doesn't belong there, we know it right away. You  
17 know, somebody hands me a bag, a guy that I know from the bag  
18 room, I would put it on, yes, if it had the tag on it.

19 MR. KARNIEWICZ: The "tag," meaning the TWA --

20 MR. JEANMARIE: Yes.

21 MR. KARNIEWICZ: Baggage claim.

22 MR. JEANMARIE: Baggage claim.

23 MR. WIEMEYER: Okay. Anybody else have anything?

24 Thank you, John. I appreciate your time.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

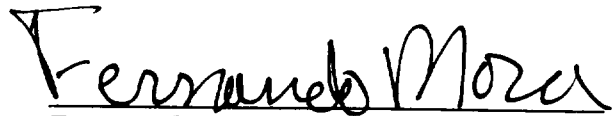
This is to certify that the attached proceedings before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TWA FLIGHT 800, INTERVIEW OF JOHN M.  
JEANMARIE

PLACE: Jamaica, New York

DATE: November 19, 1996

were held according to the record, and that this is the  
original, complete, true and accurate transcript which has  
been compared to the recording accomplished at the hearing.



Fernando Mora  
Official Reporter