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APPENDIX 17

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC

INTERVIEW TRANSCRIPT
KARL BLECK
NOVEMBER 20, 1996
(25 pages)

- 1 APPEARANCES:
- 2 TERRY STACEY, TWA
- 3 LU LIEBER, FBI, NY
- 4 STEPHEN KIAPACH, FAA
- 5 CHARLES HALE, IAM
- 6 DENNIS SANTIAGO, IAM
- 7 LOU BURNS, AIRLINE PILOTS ASSOCIATION
- 8 SCOTT E. METCALF, FBI, NY

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WITNESS

PAGE

KARL BLECK

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E X H I B I T S

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None

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P R O C E E D I N G S

1
2 MR. WIEMEYER: Right off the bat to establish
3 identity and how we can contact you because after this is over
4 -- we get the transcript back, we'll want you to take a look at
5 it and make sure that its correct and is actually what you
6 stated.

7 As I said out in the hall, my name is Norm Wiemeyer.
8 I'm with the National Transportation Safety Board. I'll
9 initiate the questions and then everybody at the table -- part
10 of the group -- will have an opportunity to ask whatever
11 questions they want to or feel are necessary.

12 First of all, would you state your full name and
13 spell your last name, please.

14 MR. BLECK: Name is Karl Bleck. B-L-E-C-K. That's
15 Karl with a K.

16 MR. WIEMEYER: And your address, sir?

17 MR. BLECK: TWA, Hanger 12, JFK International
18 Airport, Jamaica, New York 11430.

19 You need the telephone number?

20 MR. WIEMEYER: Yes.

21 MR. BLECK: 718-244-2583.

22 MR. WIEMEYER: And, obviously you're an employee of
23 TWA, is that correct?

24 MR. BLECK: Yes.

25 MR. WIEMEYER: How long have you been employed by

1 TWA?

2 MR. BLECK: 8/57.

3 MR. WIEMEYER: Okay. What is your position with the
4 company?

5 MR. BLECK: Manager, Fuel Maintenance Training.

6 MR. WIEMEYER: And how long have you held that
7 position?

8 MR. BLECK: Well, let's say more or less since
9 February of '68. When I say, "manager, it was basically the
10 same functions, but I also had airport operations training for
11 a while, and I had the Eastern Region, but it's basically the
12 same type of job.

13 MR. WIEMEYER: Okay. You hold any FAA certificates?

14 MR. BLECK: A&P.

15 MR. WIEMEYER: A&P. Okay.

16 Do you, as part of your job, do any instructing with
17 regards to -- in the maintenance area?

18 MR. BLECK: Personally?

19 MR. WIEMEYER: Yes.

20 MR. BLECK: Well, I was an instructor. I think I
21 might have given you some bad information here. Let's back
22 track on that. I was an instructor for -- from '68 -- I'm
23 sorry -- '68, February, and I was until February of '80.
24 February of 1981, I took over the Training Department at
25 basically the same function as I have today. It just broadened

1 out a little.

2 MR. WIEMEYER: What is your background and experience
3 with the 747?

4 MR. BLECK: Well, I went to the initial 747 school in
5 Boeing, Seattle -- for three weeks.

6 MR. WIEMEYER: Okay.

7 MR. BLECK: I gave this gentleman on the right-hand
8 side over here his initial training.

9 MR. WIEMEYER: Okay.

10 MR. BLECK: Quite a -- You know, I've had a lot of
11 experience on 747s --

12 MR. WIEMEYER: Right.

13 MR. BLECK: -- even though I don't teach today.

14 MR. WIEMEYER: Would you briefly go over the pre-
15 flight walk-around that mechanics do in preparation for the
16 dispatchment of an aircraft?

17 MR. BLECK: Well, it's not called a "pre-flight."
18 It's called a -- it's a part of the GP&P receiving and
19 dispatch. They do a dispatch walk-around on the airplane, and
20 it's basically -- just like it says, it's to walk around
21 looking for any obvious damages, open panels, leaks, so forth.

22 MR. WIEMEYER: Okay. Are there specific areas that
23 are mandatory to --

24 MR. BLECK: Well, the GP&P stipulates what areas to
25 be looking at -- I'd probably have to take a close look at it,

1 but it's just a general walk-around. You know, we're not
2 looking at -- When we do a walk-around, we're not looking at
3 tire pressures and so forth. It's just a general walk around
4 for condition of the airplane, access doors are open, inlets
5 are clear -- are closed. It's not really too specific.

6 MR. WIEMEYER: Is there any specific with regards to
7 any fluids that may be emanating from the aircraft?

8 MR. BLECK: Oh, any fluids coming from an aircraft is
9 a concern of all of our mechanics.

10 MR. WIEMEYER: Are there some things that they check
11 where there is a certain amount of dripping or additional --

12 MR. BLECK: Yes, you have leakage limits on your
13 hydraulics. You have leakage limits on your -- static. You
14 have leakage limits on your fueling, and fueling you have
15 various conditions, either -- if it's a wide-open leak, if it's
16 a stain seep, running leak, it will have different limits,
17 which could be found in a maintenance manual, 28. ATA 28.

18 MR. WIEMEYER: You've kind of answered my next
19 question in that if one of your mechanics in this walk-around
20 did find a leak, what are the procedures that he is required to
21 follow from that point on?

22 MR. BLECK: Yes, if any mechanic found a leak on an
23 aircraft, the first thing he would have to do is -- you know --
24 determine what kind of a leak it is, what kind of fluid it is,
25 and then, second of all, you'd have to find out what kind of

1 limits we have.

2 And then a lot of times there's follow-ups on leaks.
3 You could have a leak that is not a critical leak and as long
4 as it's within the maintenance manual limits, it's okay, except
5 you might have to have a follow-up. So how do you get a
6 follow-up to another station? You would have to notify or put
7 it on paper indicating that we have a leak.

8 When we say a "follow-up," a lot of times we follow-
9 up with leaks from messages from MCIs or it's a call-out on
10 certain flights, see if there's any progression on the leak.

11 MR. WIEMEYER: If somebody else that was working on
12 an aircraft -- or the fueling people themselves, came to one of
13 your mechanics that was working on a flight and said that he'd
14 found a leak on your airplane, what would the mechanic be
15 expected to do at that point?

16 MR. BLECK: Again, I think I sort of answered that
17 question. We would be basically -- that mechanic would have to
18 be doing the same procedure as any mechanic that walked by an
19 airplane and saw a leak -- a fluid leak -- is you would have to
20 follow up on it.

21 MR. WIEMEYER: I realized that that was a redundant
22 question, but we had to get that on the record.

23 MR. BLECK: Okay.

24 MR. WIEMEYER: A little bit of a change in the
25 subject, but are you familiar and feel comfortable in the

1 fueling of the aircraft, how it's supposed to be fueled and
2 what's acceptable and not acceptable?

3 MR. BLECK: When I'm uncomfortable, I'll let you
4 know, but, yes, I'm familiar with fueling the airplane. If
5 not, I know where to get the information rapidly, but --

6 MR. WIEMEYER: How would you react to a statement
7 that a mechanic came to a fueler and said, "Don't put any more
8 fuel in the reserve tank because there's a leak in that tank
9 and we don't want -- "

10 MR. BLECK: A leak in the tank?

11 MR. WIEMEYER: Yes.

12 MR. BLECK: I would not be too happy about it. I
13 mean, if we had a known leak, we'd have to have a write-up on
14 something like that.

15 MR. WIEMEYER: Okay -- reserve tanks, are they
16 normally filled to --

17 MR. BLECK: Capacity.

18 MR. WIEMEYER: -- full?

19 MR. BLECK: Shutoff -- the last fuel you burn --

20 MR. WIEMEYER: Well, this aircraft we had a problem.
21 During the fueling, the aircraft would not take fuel --

22 MR. BLECK: What tank was this? Was this a reserve
23 tank?

24 MR. WIEMEYER: I believe it was the aircraft wouldn't
25 take any fuel at all.

1 MR. BLECK: The airplane would not take any?

2 MR. WIEMEYER: Yes.

3 Mechanic took some action in the E&E compartment and
4 -- would you discuss that a little bit and tell us what that --

5 MR. BLECK: Well, I tell you -- The whole airplane
6 didn't take fuel or --

7 MR. WIEMEYER: That was my understanding. Is that
8 correct --

9 MR. STACEY: -- said the -- just shut down.

10 MR. BLECK: Okay. So the airplane was taking fuel
11 and the whole airplane shut down, which I don't know -- Again,
12 I would have to take a look at this airplane, and I believe 19
13 did have a high-tank shut-off that would shut off most of the
14 tanks on the airplane.

15 Number one thing you would have to do is determine
16 what shut it off. Do we have a tank that's -- Well, actually,
17 it's a vent protection system that would shut the tanks off.
18 So you'd have to determine first where the hell that came from
19 -- excuse me, my language there -- where it would come from.

20 Then once you determined where it came from, you'd
21 have to make sure that no more fuel would emanate from that
22 tank into the -- tank, otherwise, you'd -- Do we have a fuel
23 spill in the airplane?

24 MR. WIEMEYER: No, we had no fuel spill.

25 MR. BLECK: No fuel spill. Okay. Again, probably

1 what you would have to do if you did have a full tank and that
2 surge-type protection system, you'd have to probably -- some of
3 the fuel out of there to get it down to a level where you'd --
4 or you'd have to keep a very close eye at the quantity system.
5 Was the quantity system working?

6 MR. WIEMEYER: Yes.

7 MR. BLECK: Yes.

8 I mean, how far do you want me to go on this?

9 MR. WIEMEYER: Well, this type of a problem, where
10 one or more tanks won't accept fuel because of the volumetric
11 shut-off --

12 MR. BLECK: Volumetric is different.

13 MR. WIEMEYER: -- is that fairly common?

14 MR. BLECK: Volumetric shutoff is normally the way
15 you would shut -- depends on the airplane. I'm not quite sure
16 on the 747 we go to volumetric.

17 Number one, when you fuel any airplane, you go to
18 whatever the indicator says, but a lot of times you will go to
19 volumetric will shut it off before the indicator will get to
20 that figure. Depends on the density of the airplane and so
21 forth -- and the fuel.

22 MR. WIEMEYER: What's the action taken when that does
23 happen?

24 MR. BLECK: What's the action taken?

25 MR. WIEMEYER: Yes --

1 MR. BLECK: That will only affect that tank. That's
2 a little different than affecting the airplane. Again, you're
3 talking about two different things here. If one tank shut off,
4 you went to high level, which is good. The only thing is you
5 want to make sure that the valve stays closed. You want to
6 keep an eye on the indicator. You try and fuel a 747 where
7 everything shuts up pretty much equal. So in case the valve
8 does not close and you continue to fill, then you're going to
9 wind up with a spill.

10 MR. WIEMEYER: Okay.

11 MR. BLECK: And you don't want a spill.

12 MR. WIEMEYER: In this case where the entire aircraft
13 shut down, would not accept fuel, the mechanic went into the --
14 compartment and took some action. He did something that is a
15 normal maintenance procedure.

16 MR. BLECK: Again, I would have to take a look at the
17 manual, now.

18 MR. WIEMEYER: Okay.

19 MR. BLECK: I could not tell you if it's a normal
20 procedure. I mean, if -- There are inop gauge procedures where
21 you do get a -- we do get a high-level shutoff. Yes, there are
22 certain actions you can take. If it still is one of our
23 procedures, I really don't know.

24 MR. WIEMEYER: Okay.

25 MR. BLECK: I couldn't tell you on that.

1 MR. WIEMEYER: I've got just one more question.

2 If you had a write-up that a fuel flow was
3 fluctuating, what additional information would you want to have
4 in order to properly trouble-shoot that --

5 MR. BLECK: Well, I think the first thing one would
6 look at is the history. Has it happened before and what action
7 have we taken? And if you don't have any history, you just
8 have a fuel-flow indication problem, it's also an indication --
9 the pilot wrote it up, most likely -- it's just a fuel-flow
10 indication. There's no other parameters associated with that
11 engine, and if you don't have a -- They keep a pretty well
12 track on the burnoff of the engine, so most likely it probably
13 would be a -- And, again we do have on these airplanes -- on
14 this airplane -- we do have a fault isolation. You can use
15 fault isolation. It's the best way to resolve it, if you're
16 not familiar with the system.

17 So, again, if -- I don't know if I answered the
18 entire question over here, but as far as a fuel -- Yes, you'd -
19 - I mean, the best way to trouble-shoot, if you're not
20 familiar, is use the fault isolation.

21 MR. WIEMEYER: Okay. In a perfect world, what
22 information would you like the flight crew to supply to you
23 when they write something like that up, in addition --

24 MR. BLECK: Anything that might be pertinent with
25 that -- If you're going to say, "We have a fluctuating fuel

1 flow" he's not saying high fuel flow or it is -- There's
2 association parameters in 1, then 2, EGT and everything is
3 pretty well lined up with the other engines, most likely you've
4 got yourself a good engine. Your fuel flow is not high --
5 let's say, comparable to the others -- then most likely the
6 engine is good. It's an indication problem.

7 MR. WIEMEYER: Okay. That's all I have.

8 MR. STACEY: Terry Stacey, 747 Captain, TWA.

9 On the --

10 MR. BLECK: Heard the name.

11 MR. STACEY: Pardon me?

12 MR. BLECK: I've heard the name.

13 MR. STACEY: On a PS or a -- well, take a PS first,
14 would the -- how much of the fuselage would the mechanic check
15 or look at?

16 MR. BLECK: Well, it's a visual check from ground
17 level to the entire --

18 MR. STACEY: To the entire airplane.

19 MR. BLECK: Yes. Unless he stipulates on a sheet --
20 you know -- take a ladder and get up to -- but I don't think --
21 believe that the PS does not --

22 MR. STACEY: Do you -- In your position, you
23 supervise the people that do the maintenance training or what
24 is your function relative to the people that do the maintenance
25 training?

1 MR. BLECK: I'm their boss, all domestic --

2 MR. STACEY: You're over everyone that does that
3 training.

4 MR. BLECK: Right, except Kansas City.

5 MR. STACEY: Okay.

6 MR. BLECK: And Europe.

7 MR. STACEY: Okay.

8 MR. BLECK: So all the instructors directly,
9 indirectly report to me. That's LA, St. Louis, JFK, we have
10 instructors, and we have one in Boston, but all -- we're
11 responsible for all your domestic stations -- any maintenance
12 costs, fueling, receive and dispatching.

13 MR. STACEY: Okay. And you -- you're responsible for
14 those curriculums or what is taught --

15 MR. BLECK: Right.

16 MR. STACEY: Okay. Thank you very much.

17 MR. KIAPACH: Hi, Karl. Steve Kiapach, FAA.

18 You had mentioned when there was a fuel leak they
19 would reduce it to a piece of paper, so that the next -- may
20 know about it.

21 MR. BLECK: What did I say?

22 MR. KIAPACH: I thought you said that if there was a
23 leak --

24 MR. BLECK: Yes.

25 MR. KIAPACH: -- that that would be put on a piece of

1 paper like to watch it, for the next crew that would have that
2 information.

3 MR. BLECK: Yes. If you had a fuel leak on an
4 airplane, the only way that you could -- Again, if you looked
5 at -- Well, anything that we have under that plane, any type of
6 work that we associated with an airplane, we would put on a
7 sheet of paper. So if we had a fuel leak on an airplane, first
8 thing we would have to determine is can we go with this leak or
9 not go with this leak.

10 MR. KIAPACH: Okay. All I'm saying is that it's
11 going to be put off or watched --

12 MR. BLECK: Yes. Right.

13 MR. KIAPACH: -- to see if it gets worse or what. Is
14 that entered into the log book?

15 MR. BLECK: Not necessarily. It could go on a work
16 sheet. It could go on a 139 sheet -- Depending on the
17 situation, it could go on a log, but it's going to be on a
18 legal document, a 139 or a log book.

19 MR. KIAPACH: Okay. Thank you very much.

20 MR. BLECK: Okay.

21 MR. BURNS: Lou Burns with Airline Pilots
22 Association. I have no questions at this time.

23 MR. METCALF: I'm Scott Metcalf with the FBI.

24 What does TWA Maintenance determine as a critical
25 leak? Like if you -- you know -- one of your mechanics --

1 during the pre-fly -- you know -- how do you rate a leak?

2 MR. BLECK: How do we rate a leak?

3 MR. METCALF: Um-hum.

4 MR. BLECK: Again, this is -- I would really have to
5 look at the maintenance manual, but you're going to ATA 28,
6 which is fueling -- okay? -- there's an -- that will come up, I
7 believe, is 2811. It'll indicate fuel leaks, and on that it'll
8 give you a -- it'll actually show you. It'll show you a stain.
9 It will show you a seep. It will show you a running leak.
10 It'll say -- Let's say it's a seep. If it's an enclosed area,
11 it's a critical area. In other words, if you don't have an air
12 flow going over it, it's more or less a critical area, and you
13 might have to bring it down to, let's say, a stain or a few
14 drops a minute. Again, this is -- we're not going by the --
15 completely by the book over here, but you determine it by
16 evaluating is it a stain, is it a seep. It's a runny leak, and
17 then the next thing you want to determine is it in an open area?
18 Is it an enclosed area? It's in a semi-closed area, so forth.
19 That would determine. If it's an enclosed area, of course, it
20 would become much more critical. Probably have to be fixed
21 immediately.

22 And that's really the standard practice that's been
23 there for the last 25 years. It really hasn't changed.

24 MR. BURNS: I would like to ask you a hypothetical
25 situation. If you were observing an aircraft and it stopped

1 fueling and you see a mechanic go into the E&E compartment,
2 came back out and now they could start fueling. Would you care
3 to speculate what he would have done?

4 MR. BLECK: One tank closed down. Is that what
5 you're saying? He's fueling an airplane and --

6 MR. BURNS: Fueling and it stopped.

7 MR. BLECK: The whole airplane stopped or just one
8 tank?

9 MR. BURNS: No, no. The whole airplane stopped, and
10 he went into the E&E compartment. Would you care to speculate
11 --

12 MR. BLECK: Well, I mean, the first thing you gotta
13 look is your gauges. It's probably one of the tanks are
14 overfilled and the system shut down everything, all the fueling
15 valves. So if you're going to go into the E&E and pull a fuse
16 on a fuel-quantity system -- okay? -- then you're taking away
17 your shut-off protection, and you're going to wind up probably
18 with -- you could wind up with a fuel spill.

19 MR. BURNS: Okay.

20 MR. BLECK: Which we've had many fuel spills and
21 airlines have had many fuel spills. When I say, "many," once
22 in a while.

23 MR. BURNS: Would you think that at TWA -- do that?

24 MR. BLECK: Yes.

25 MR. BURNS: All right. This is sort of redundant,

1 but can I ask you this question anyway? If a person, other
2 than a maintenance person, comes to a mechanic with a problem
3 -- say there's a problem on the aircraft --

4 MR. BLECK: Right.

5 MR. BURNS: -- and he goes out and looks at the
6 problem, he would normally write it up?

7 MR. BLECK: I would like to see him write it up.
8 Does he normally write it up? I would say in a lot of the
9 cases he does write it up, and I think we know that at times he
10 might not write it up.

11 MR. BURNS: Okay.

12 MR. BLECK: Depends if he felt it was noting that was
13 critical.

14 MR. BURNS: That's my other question. If it turned
15 out to be something like water dripping out of an air
16 conditioning -- would you make a write-up for that?

17 MR. BLECK: Probably not, because water -- as we all
18 know, being around airplanes, it -- you get a humid day it
19 pours out of there.

20 MR. BURNS: Are you aware of the policies when
21 aircraft has an accident?

22 MR. BLECK: When aircraft has an accident, there's a
23 chain of command --

24 MR. BURNS: What happens to the records?

25 MR. BLECK: What happens to the wreckage?

1 MR. BURNS: The records --

2 MR. BLECK: The records?

3 MR. BURNS: The records.

4 MR. BLECK: I think the first thing that happens --
5 again, I'm saying "if" -- first thing that happens is that the
6 -- Well, I don't think we really have to worry about records.
7 Records are always -- and it's a crash or it's not a crash --
8 records are always maintained. They go into the archives. We
9 keep all records.

10 MR. BURNS: Can anyone access that?

11 MR. BLECK: Can anyone access the records?

12 MR. BURNS: The records after --

13 MR. BLECK: That I really couldn't answer.

14 MR. BURNS: Thank you.

15 MR. BLECK: Never had that -- that I really couldn't
16 answer you.

17 MR. BURNS: Okay.

18 MR. WIEMEYER: Off the record.

19 (Brief recess.)

20 MR. WIEMEYER: On the record.

21 MR. STACEY: Before we get to the -- Did you receive
22 any calls regarding Flight 800 after it went down from outside
23 -- from people other than TWA?

24 MR. BLECK: After it went down -- You say, "calls."
25 What do you mean? What kind of calls?

1 MR. STACEY: Well, did you receive any calls from --
2 well, fuelers or press or --

3 MR. BLECK: I received -- Yes, I did receive a call
4 from a fueler. When I say a "fueler," the fueling manager.
5 Well, no, I didn't receive a call. I contacted Ogden, because
6 we were going to get the 757s in and I wanted to make sure that
7 these guys were trained so they can train their people -- and
8 he said, "I wanted to talk to you."

9 I said, "What?"

10 He said, "When I get done."

11 So I forgot exactly the date or whatever it was, but
12 they came down for fueling -- I don't know -- could have been a
13 week, could have been a week and a half later, whatever, and he
14 said, "Can I talk?"

15 I said, "Sure."

16 So he said that, "One of my fuelers was on the
17 airplane and they were fueling the airplane," he said. "I went
18 down and he said there was a leak on the airplane." And he
19 notified --

20 MR. BLECK: I said, "Hold it. Hold it." I says,
21 "I'm going to tell you right now, it's gotta go beyond this, so
22 whatever you tell me is going to -- you know -- it's open."

23 And so he told me that there was a fuel leak on -- So
24 I asked him where it was, and he really didn't know. So I --

25 We had our conversation and I went to -- same day --

1 the director and notified the director, and the director --
2 whatever he did -- he followed up, and he said we'll handle it
3 from there.

4 MR. STACEY: Did the gentleman -- the supervisor from
5 Ogden -- did he tell you what -- did he know the day that --

6 MR. BLECK: I believe he was the manager --

7 MR. STACEY: The manager? Did he know the day of the
8 fuel leak?

9 MR. BLECK: I don't know, because I know you said
10 they -- I think he said the fuel was -- I really don't want to
11 speculate exactly. I don't think he had the exact date, no.
12 It was before the accident.

13 MR. STACEY: Was it prior to July 17th?

14 MR. BLECK: I really couldn't tell you.

15 MR. STACEY: Okay.

16 MR. BLECK: If you asked me the day of the accident
17 right now, I probably could not tell you. So --

18 MR. STACEY: Okay. In addition to fuel servicing,
19 the airplane is serviced for oil, for the engines, on a
20 turnaround or on arrival. Could you describe that procedure?

21 MR. BLECK: Using the oil, as soon as the airplane
22 arrives, we hit the oil, because depending on the airplane, we
23 have a certain time span that we have to check the oil before --
24 -- a lot of airplanes have a tendency -- the oil will drain back
25 down -- you don't get a true reading. So the oil is checked

1 before -- within a certain time frame after the airplane
2 arrives, and once the -- any oil that's added is -- or even if
3 it's -- it's added on an oil sheet. It becomes part of the
4 record.

5 MR. STACEY: Okay. And that oil sheet is maintained
6 -- I'm sorry -- is kept --

7 MR. BLECK: It also goes on a 180 -- It's recorded in
8 a computer system --

9 MR. STACEY: How is the crew notified of the amount
10 of oil added to the engines --

11 MR. BLECK: It's on a 180 under the airplane, which
12 is the fuel sheet.

13 MR. WIEMEYER: Off the record, please.

14 (Brief recess.)

15 MR. WIEMEYER: On the record.

16 MR. STACEY: Ask the question again.

17 Who puts oil in the airplane?

18 MR. BLECK: At JFK?

19 MR. STACEY: At JFK.

20 MR. BLECK: Ground service helpers.

21 MR. STACEY: And who is that?

22 MR. BLECK: TWA employees.

23 MR. STACEY: And who puts fuel in the airplane?

24 MR. BLECK: Ogden.

25 MR. STACEY: Now, the TWA employee that puts oil in

1 the engines --

2 MR. BLECK: Yes.

3 MR. STACEY: -- how does he notify -- how is the crew
4 notified -- the flight crew departing -- how does the flight
5 crew know how much oil was added to the airplane?

6 MR. BLECK: He puts it on a 180. It's recorded on a
7 180.

8 MR. STACEY: Okay. That's all I have. Thank you.

9 MR. BURNS: Lou Burns, ALPA.

10 To the best of your knowledge, if the airplane is
11 parked at something other than a level attitude -- some ramps
12 are nose up or they're not quite level -- could this affect the
13 fueling -- trick the volumetric fuel shut-off into thinking it
14 was full --

15 MR. BLECK: Well, the volumetric shut-off, I don't
16 care what kind of idle it's on, what kind of density that
17 airplane has, you should get the proper indication.
18 Otherwise --

19 MR. BURNS: Thank you.

20 MR. WIEMEYER: Does anybody else have any other
21 questions?

22 Appreciate your coming by.

23 MR. BLECK: Okay.

24 MR. WIEMEYER: Thanks for your help.

25 (Whereupon, the interview was concluded.)

Harl Bleck (Manager of maintenance instructors) Declined to sign his interview. He did not feel interview transcript was complete, items were blank. After ~~approx~~ approximately two (2) months does not recall exactly his response without reviewing the tape recordings.

Harl Bleck requested a copy of interview and was provided with one.