

DOCKET NO. SA-516

APPENDIX 4

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC

INTERVIEW TRANSCRIPT  
CLYDE ANTROBUS  
NOVEMBER 18, 1996  
(12 pages)

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BEFORE THE  
UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

- - - - - x  
In The Matter of: :  
TWA FLIGHT 800 :  
INTERVIEW OF CLYDE ANTROBUS :  
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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 Monday, November 18, 1996 at 2:30 p.m.

1 APPEARANCES:

2 TERRY STACEY, TWA

3 LU LIEBER, FBI

4 STEPHEN F. KLAPACH, FAA

5 KEVIN LONGWELL, Boeing Company

6 DENNIS SANTIAGO, IAM

7 LOU BURNS, AIRLINE PILOTS ASSOCIATION

8 MARGARET GIUGLIANO, TWA

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E X H I B I T S

	<u>IDENTIFIED</u>	<u>RECEIVED</u>
None		

1 P-R-O-C-E-E-D-I-N-G-S

2 MR. WIEMEYER: Okay. I'll start over again. My name  
3 is Norm Wiemeyer, I'm with the National Transportation Safety  
4 Board, and I'll start out asking a few questions.

5 First off, for administrative purposes, I need to  
6 have a local address and telephone number, if you could give  
7 that to us, please?

8 MR. ANTROBUS: And that will be my local address and  
9 telephone number?

10 MR. WIEMEYER: Yes.

11 MR. ANTROBUS: Okay, my home address is 481 Herzl  
12 Street, that's H-e-r-z-l Street, Brooklyn, 11212. And my  
13 telephone number, area code 718-346-1036.

14 MR. WIEMEYER: Okay, thank you. You're an employee  
15 of TWA?

16 MR. ANTROBUS: Yes, sir.

17 MR. WIEMEYER: How long have you been an employee?

18 MR. ANTROBUS: Twenty years and a couple of days.

19 MR. WIEMEYER: Okay, and what -- what is your  
20 position with TWA?

21 MR. ANTROBUS: I'm an avionics technician.

22 MR. WIEMEYER: Do you hold any FAA certificates?

23 MR. ANTROBUS: Yes, sir. I hold an <sup>APP</sup>AMP license, I  
24 hold a pilot's license, and that's about it. <sub>@</sub>

25 MR. WIEMEYER: Okay, what -- what ratings -- do you

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1 have?

2 MR. ANTROBUS: Private -- private instrument.

3 MR. WIEMEYER: Is it single-engine, multi-engine?

4 MR. ANTROBUS: Single.

5 MR. WIEMEYER: It's a single-engine.

6 MR. ANTROBUS: Yes, sir.

7 MR. WIEMEYER: Okay. What was your function with  
8 regard to working Flight 800?

9 MR. ANTROBUS: As far as I can remember, I just went  
10 a little change on indicator, because of a -- a remark, a need  
11 for remark. I don't even remember which engine, it's a module  
12 indicator, so I -- it will be concerning all the engines to  
13 when I get done with it.

14 I changed that and I made my necessary write-ups, as  
15 per check-out, because as long as I change a module that will  
16 affect all engines, I have to know -- check operations of all  
17 indications because of the module change.

18 And that was the extent of my work out there.

19 MR. WIEMEYER: You don't remember what the write-up  
20 was, though, specifically?

21 MR. ANTROBUS: No, I don't remember specifically what  
22 it was. I know it was E-per (ph-) sticking -- I don't  
23 remember, to be exact. I -- it was something to do with E-per  
24 nam (ph-). It might've been a sticky E-per or something like  
25 that. Normally, these modules, when they get warm or they get

1 squeezed a little too much, they -- they behave in all sorts of  
2 ways, and that's the key.

3 MR. WIEMEYER: Okay, once you took the action that  
4 you did, was -- did that correct the problem?

5 MR. ANTROBUS: Well, I would never know if it  
6 corrected the problem, because the check-out is when they start  
7 up with power. We can't put enough power on the gate to check  
8 E-per, and so when they -- my write-up -- to the crew is check  
9 operations of all indications. And it is not for <sup>(accuracy)</sup> ~~(curiosity)~~, @  
10 this is just to see that they get off the zero mark, and the  
11 engineer will usually -- he turns around, and that's his job.  
12 And he would know if he had a problem then or not.

13 MR. WIEMEYER: Okay. How long did you figure you  
14 were around that airplane?

15 MR. ANTROBUS: Maybe about seven minutes, I guess.

16 MR. WIEMEYER: Oh, not too long, then?

17 MR. ANTROBUS: It doesn't take very long to change  
18 this indicator.

19 MR. WIEMEYER: Was this fairly soon after the  
20 airplane arrived?

21 MR. ANTROBUS: No, this was prior to departure, just  
22 a little bit before they -- they took off.

23 MR. WIEMEYER: Did you notice, when you were around  
24 the airplane, was the -- was the fuelers fueling the airplane  
25 at that time?

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1 MR. ANTROBUS: Can't remember who was around the  
2 airplane now.

3 MR. WIEMEYER: Do you recall anything in  
4 conversation, if you had any with any other people around the  
5 airplane, of anything of an abnormal nature, or talk about  
6 problems with the airplane or anything like that?

7 MR. ANTROBUS: No, no problems with the airplane.  
8 The only thing I remember about that airplane, really, is the  
9 flight engineer that was sitting upstairs, he was a little  
10 fellow. He couldn't be more than about 19 years, and his hat  
11 was on his head like, you know. And I -- I made a couple of  
12 wise cracks to him, but he had to go and die too, so, that's  
13 it. That's -- you know.

14 MR. WIEMEYER: Did you have any conversations with  
15 any other crew members.

16 MR. ANTROBUS: No. There were quite a few of them  
17 walking around that airplane that day, but no conversation.  
18 That's the only guy I spoke to, because he was upstairs just  
19 twiddling his thumbs and anything -- the seat upstairs there.  
20 And -- you know -- he's the only one I had really contact with.

21 MR. WIEMEYER: Anything else that you can remember  
22 about anything abnormal that you may've seen or somebody else  
23 may've said to you?

24 MR. ANTROBUS: There's nothing abnormal about the  
25 job, it's a routine, everyday -- I've been doing this thing for

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1 so long that if something should be abnormal, I guess I would  
2 be able to catch on. But I -- I didn't notice anything  
3 abnormal or hearing anything abnormal that day.

4 MR. WIEMEYER: Okay. That's all I have, Terry.

5 MR. STACEY: Terry Stacey, 747 pilot with TWA. Was  
6 there any conversation about overheat light that you became  
7 aware of, reference the cargo system, aft cargo -- heat?

8 MR. ANTROBUS: No, I think there was some talk about  
9 -- yeah, but this was in the summer, and I think there was some  
10 talk about a cargo overheat light, but not to -- directly to  
11 me. This went by way of the ramp.

12 I -- I don't remember exactly what went -- went down,  
13 but sometimes, with all these crew members walking around, they  
14 tend to report the problems to the wrong people, and that's  
15 what I think happened in that particular case.

16 But, however, that is not strange in -- during the  
17 summer, when you have the doors open and the APU cutting (ph.)  
18 out and -- and hot air going in. And you will get all kinds of  
19 overheat, and sometimes you will even get wind <sup>shield</sup> ~~chill~~ overheat,  
20 depending on the time of year, and where you are.

21 MR. STACEY: So you period -- so then, you  
22 periodically would see the aft cargo overheat light on on a  
23 summer day, depending on the --

24 MR. ANTROBUS: Yeah, depending on the temperature,  
25 the outside temperature, and gate position and wind and so on,

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1 you will get -- you will get an overheat some days.

2 MR. STACEY: Did you work any other 747's that night,  
3 do you recall?

4 MR. ANTROBUS: Yeah, I -- I worked quite a few of  
5 them, but I don't remember the numbers. I remember this one's  
6 number. @

7 MR. STACEY: Okay. Okay, thanks.

8 MS. LIEBER: I'm Lu Lieber, with the FBI, and I have  
9 no questions.

10 MR. KLAPACH: Steve Klapach from the FAA. When you  
11 say you remember that one, is it only because of the E-per  
12 change?

13 MR. ANTROBUS: No, that's because it -- that airplane  
14 is no more -- that's why I remember it. You work something,  
15 you -- you kind of build a love for it, and then it disappears,  
16 and that's why I remember that one.

17 MR. KLAPACH: Okay, I have no questions, thank you.

18 MR. LONGWELL: Kevin Longwell from Boeing, I have no  
19 questions.

20 MR. SANTIAGO: Dennis Santiago, with the AIM. Just  
21 one clarification, as far as that overheat was concerned. You  
22 believe, that day, informed the ramp -- the pilots informed the  
23 ramp?

24 MR. ANTROBUS: Yes, this is my belief, that this --  
25 they didn't speak to technical people, they spoke to somebody

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1 on the ramp about that light. So, whatever information I have  
2 on that light came by way of a fifteenth party, say.

3 MR. SANTIAGO: Okay. And you had that information  
4 the day, July 17th, or was it after Flight 800 that you were  
5 made aware of this overheat light?

6 MR. ANTROBUS: That's a good question, and I -- I  
7 really couldn't answer that accurately. I really couldn't  
8 answer that accurately.

9 I would say, if I had it that day, I would've had to  
10 pay specific attention to it, and since I didn't do that, I  
11 would say that that came in after the fact.

12 MR. SANTIAGO: Okay. Normally, if you have an  
13 overheat light on and it was brought to your attention, you  
14 would take immediate action on it?

15 MR. ANTROBUS: Yes, I would.

16 MR. SANTIAGO: All right. Okay. No further  
17 questions, Lou?

18 MR. BURNS: Lou Burns, with Airline Pilots  
19 Association. I have no questions.

20 MR. WIEMEYER: Does anybody have any follow-up  
21 questions.

22 (No response.)

23 MR. WIEMEYER: All right, thanks. Sorry to bother  
24 you, we appreciate you coming by and helping us out.

25 MR. ANTROBUS: Thank you, it didn't bother me one

1 bit.

2 MS. LIEBER: Thank you very much.

3 (Whereupon, the interview was concluded.)

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