

DOCKET NO. SA-516

APPENDIX 6

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC

INTERVIEW TRANSCRIPT
EVERETT HENRY
NOVEMBER 18, 1996
(28 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 EVERETT HENRY :
- - - - - x

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. K LAPACH, FAA

5 KEVIN LONGWELL, Boeing Company

6 DENNIS SANTIAGO, IAM

7 LOU BURNS, AIRLINE PILOTS ASSOCIATION

8 MARGARET GIUGLIANO, TWA

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Everett Henry	4

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E X H I B I T S

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

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

1
2 MR. WIEMEYER: Everett, my name is Norm Wiemeyer, I'm
3 with the National Transportation Safety Board, and I'll start
4 out the -- the interview, and then the other people present
5 will have an opportunity to -- to ask you some questions. For
6 the purpose of being able to get a hold of you so that you can
7 review the information that you give today, to insure its
8 accuracy and stuff, could you give us an address and a phone
9 number where we could reach you?

10 MR. HENRY: Sure, you ready?

11 MR. WIEMEYER: Yes.

12 MR. HENRY: It's 1465 Brooklyn Avenue, Brooklyn, New
13 York 11210. And the number would be, 718, area code, 859-5208.

14 MR. WIEMEYER: Okay. And you're in the -- of TWA, is
15 that correct?

16 MR. HENRY: Yes.

17 MR. WIEMEYER: And what is your position with TWA?

18 MR. HENRY: I'm an aircraft mechanic, line
19 maintenance.

20 MR. WIEMEYER: Okay, do you -- do you hold some FAA
21 certificates and licenses?

22 MR. HENRY: -- A+P LICENSE ~~and~~

23 MR. WIEMEYER: How long have you been with TWA?

24 MR. HENRY: Maybe eight and a half years by now.

25 MR. WIEMEYER: Have you been based here during that

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1 entire time?

2 MR. HENRY: The entire time, yes.

3 MR. WIEMEYER: Were you working Flight 800 the night
4 that -- of the accident?

5 MR. HENRY: Yes.

6 MR. WIEMEYER: What were your -- was your function
7 during that period of time?

8 MR. HENRY: I -- let me think, it's a long time now.

9 I don't remember if I parked the airplane even now.
10 Someone may have parked it. Since it's an overhaul base, the
11 mechanics do park the airplanes on the line. Then I would get
12 the logbook, make any corrections, any routine maintenance,
13 non-routine maintenance, any that I can find. We make
14 corrections, and we turn the airplane, and it goes back to
15 Europe, usually. That's a wide body.

16 MR. WIEMEYER: Okay, what specifically did you do
17 with that airplane?

18 MR. HENRY: The periodic service was the routine
19 maintenance, and we had six marks in the logbook which would be
20 non-routine, and that's what I was working on.

21 MR. WIEMEYER: Okay.

22 MR. HENRY: The periodic service and the logbook.

23 MR. WIEMEYER: Okay. Could you explain what -- what
24 periodic service is?

25 MR. HENRY: That's -- it's a maintenance check you

1 do. On a 747, very light stuff. A lot of visual cockpit
2 check, and something -- hydraulics, ^{CREW 464} ~~for~~ oxygen gets checked.
3 Basic -- a lot of basic checks you have to do. And a visual
4 walk-around on the outside of the airplane.

5 MR. WIEMEYER: Okay, do you have any specific job
6 tasks on that flight? Did you -- some thing, some particular
7 item that you were in charge of repairing, or responsible to --
8 to repair or change or correct?

9 MR. HENRY: There were only six remarks in the
10 logbook, and each -- we have different classifications of
11 mechanics. And I -- I was there when some of the corrections
12 were made, but I don't remember all six remarks.

13 You know, one was an ^{EPR 98} ~~inera~~ module, avionics. I was
14 with Mr. Antrobus when he was doing that. There was a -- a
15 galley drain, I believe. We have a metal mechanic that was
16 there with someone that he was training, and I was there when
17 they were correcting that. We had to show them which drain it
18 was. Sometimes the write -- the write-ups are kind of vague,
19 so.

20 I spoke to the flight service manager, and she told
21 me exactly which drain it was, and so, just so we can expedite
22 things -- you know --

23 MR. WIEMEYER: Okay.

24 MR. HENRY: Some of the remarks -- I think it was
25 just a couple of -- remarks, and two over-temps on the engines,

1 which is common out of Athens. You know, nothing irregular.

2 MR. WIEMEYER: What -- what is your procedure with
3 regards to a -- when an over-temp is reported?

4 MR. HENRY: Over-temp? Depending on -- we have Area
5 A, Area B, Area C, Area D. Depending on the temperature and
6 the time that you exceeded -- take-off, let's see, temperature
7 -- you have different checks you can do on an -- this was in
8 Area A, I think it was 925 degrees for a -- I think it was two
9 second -- something like that. Something very -- right on the
10 brink of not -- it's not almost an over-temp; it's very common.

11 MR. WIEMEYER: And you inspected the engines?

12 MR. HENRY: No boroscope, no nothing. Just a --
13 inlet, exhaust -- yeah. Sometimes we'll do a ~~dep~~ ^{DUCT} leak (ph.)
14 check, we'll crack it open and make sure everything's tight.
15 But nothing irregular.

16 MR. WIEMEYER: Did you -- as a result of the service
17 on the -- on the aircraft that you knew about, was there
18 anything that had to be done that was -- be considered
19 irregular?

20 MR. HENRY: No, I was surprised the aircraft was in
21 such good shape. Only six remarks, usually we get six pages;
22 we don't get six remarks. It was a very good airplane.

23 MR. WIEMEYER: Were you on the aircraft at the time
24 it was being fueled?

25 MR. HENRY: Yeah, I was.

1 MR. WIEMEYER: Do you recall any problems with the
2 fueling procedure?

3 MR. HENRY: Yes, yes.

4 MR. WIEMEYER: Would you --

5 MR. HENRY: I didn't remember the first time. I
6 mean, I did have a problem.

7 That gate -- it was on Gate 27, I believe. That's a
8 nose-up gate, maybe two degrees, three degrees, but the
9 airplane stopped taking fuel. We use a pressure fueling
10 method, and I needed to climb into the E and E compartment
11 where you have circuit breakers and fuses, and pull -- override
12 the system; pull volumetric (ph.) fuse and an overflow breaker,
13 so the airplane is ^{Fooled CW,} ~~filled~~ into -- thought it was full before it
14 was full.

15 So you have to monitor that. And then, be in
16 communication with the guy that's fueling the airplane. And
17 then, before the airplane goes, you have to reset all that,
18 once you have enough fuel, or whatever was required because of
19 that.

20 MR. WIEMEYER: And you personally reset those items?

21 MR. HENRY: I did.

22 MR. WIEMEYER: Okay, does that require a logbook
23 entry?

24 MR. HENRY: Not that I know, no. I don't think so.
25 Not that I know of.

1 MR. WIEMEYER: Okay. Do you recall anything else
2 about the fueling or anything with regards to fuel that was
3 brought to your attention that was out of the ordinary?

4 MR. HENRY: No, that was the only thing. And that's
5 -- like I say, on a nose-up gate, that can be common, yeah.
6 Depending on the strut -- the chrome on the struts and all that
7 stuff, and they -- the -- in depends on how the airplane's
8 sitting.

9 But that -- that was the only thing.

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

11 MR. STACEY: I'm Terry Stacey, TWA.

12 MR. HENRY: I've seen you before, yeah.

13 MR. STACEY: I've seen you before. So, you were in
14 -- you were in contact with the fueler during the time he was
15 fueling?

16 MR. HENRY: Yes.

17 MR. STACEY: For what reason?

18 MR. HENRY: Well, since it's a -- it's our airplane,
19 it's a Trans World Airlines -- you know -- that's an outside
20 company, they're not really authorized to -- they're not --
21 they don't work the airplane. They just hook up, and if they
22 have a load, then they put the load on. If there's a problem,
23 they're supposed to notify us. So I have to be in
24 communication with them if there's a problem.

25 And he flagged me down, and I spoke to the fueler,

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1 and I knew what the problem was, it's very common on a 747.
2 And it only took a -- less than a minute to climb up there and
3 -- yeah.

4 But you have to monitor it. You can -- without
5 protection for the fuel system, you'll have a fuel spill. I
6 don't want any fuel on -- you know -- to come out of the
7 wingtips, though. We have to -- when he's got the load on, you
8 reset everything. You've got to be in communication.

9 MR. STACEY: So -- so were you -- was someone
10 actually monitoring the wings and everything to be sure there
11 was no fuel coming out or --

12 MR. HENRY: No, if you know what the load is and you
13 know what the airplane can take --

14 MR. STACEY: Okay.

15 MR. HENRY: -- you know when you're getting close.
16 And I was the only one there watching that. It wasn't that big
17 a load. To go to Paris, you don't take that much fuel. It's
18 not like -- if it was going to Athens, I would probably call
19 for another mechanic, because that's a -- that's big load.
20 Paris is not a big load.

21 MR. STACEY: Did the -- to your knowledge, were all
22 the tanks service, or -- I'm sorry -- fuel to the -- the levels
23 specified on the M-180?

24 MR. HENRY: Let me think. I don't remember if I saw
25 the M-180. I think I just spoke to the fueler, and -- you know

1 -- we used to monitor the fueling ourselves as a mechanic, so
2 I've fueled 747's myself before. And you know how much it
3 takes.

4 You need 150,000 just to cross the Atlantic. And to
5 go to Paris, I guess another big load -- oh -- I'm sorry. Ask
6 me that again.

7 MR. STACEY: Were the -- were the --

8 MR. HENRY: Oh, the tanks, the load on the tanks. I
9 believe that it had just what they called out for on the M-180,
10 yeah.

11 MR. STACEY: Okay. When you -- when you went in the
12 E and E compartment, you -- you say you pulled both the circuit
13 breaker and the fuse?

14 MR. HENRY: Some airplanes -- some airplanes that we
15 have only have a volumetric fuse; they don't have an overfill
16 breaker. I believe this one had an overfill breaker also, and
17 I pulled both. You're not required all the time, but I always
18 do.

19 MR. STACEY: Okay. Is this something that you end up
20 doing -- that you have to do periodically with 747 on --

21 MR. HENRY: Depending on the gate, yeah.

22 MR. STACEY: Okay.

23 MR. HENRY: Some gates are notorious. Gate 25, Gate
24 27, it's the nose up. When you look at the airplane, it's
25 sitting with the nose up in the air, so.

1 MR. STACEY: Okay, thanks. I just wanted to clarify
2 that.

3 MS. LIEBER: I'm Lu Lieber with the FBI.

4 MR. HENRY: Mm-hmm.

5 MS. LIEBER: Let me just ask you, do you remember how
6 many fuelers were in the area fueling that aircraft?

7 MR. HENRY: There's only one, it only takes one.
8 Unless they -- they ask for a second fueler -- can be fueled
9 from both wings. But on a small load to Paris, that's a small
10 load, you only need one truck and one -- one fueler, that's it.

11 MS. LIEBER: Do you remember the name of the
12 individual, the fueler?

13 MR. HENRY: No, no.

14 MS. LIEBER: Do you know what he looks like, or she
15 looks like?

16 MR. HENRY: I wouldn't remember that. I believe it
17 was a male, but that's -- that's all I can -- that I'm -- not
18 really associate with them that much. We're busy working on
19 the airplane, so you don't really -- it's just another face.

20 MS. LIEBER: Do you know if any -- if the fueler that
21 was there made any contact with any of the TWA mechanics or any
22 of the supervisors on the -- inside the station?

23 MR. HENRY: No, I wouldn't think so. I think I'm the
24 only one that would've spoke -- would've spoken to the fueler.
25 Yeah, I'm the only one. You don't need a -- no.

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1 It's a very common -- if it was -- if I had a fueling
2 problem, I would've notified somebody and I would've had some
3 people over there. But, no. It would've had to go through me.
4 I was working the flight, I was going to release the flight,
5 you know. I was going to sign the logbook, so I have to worry
6 about those things.

7 If I needed help, I would've called for help.

8 MS. LIEBER: Okay, thank you.

9 MR. KLAPACH: Steve Klapach from the FAA, how are
10 you?

11 MR. HENRY: I'm fine.

12 MR. KLAPACH: When you pulled the -- over the circuit
13 breaker for the --

14 MR. HENRY: Overfill?

15 MR. KLAPACH: -- overfill protection circuit breaker
16 and the volumetric fuel -- volumetric fuse, was any ^{D&R} ~~crip~~ sticks
17 pulled later on?

18 MR. HENRY: No. Since we didn't have any inoperative
19 gauges, no. The gauges were working fine. It's just the --
20 the protection on the fuel system was fooled by the -- the
21 attitude of the airplane. That's all it was, so no sticks had
22 to be pulled.

23 MR. KLAPACH: Okay, thank you very much.

24 MR. LONGWELL: I'm Kevin Longwell, with the Boeing
25 Company. You say you fueled '47's before --

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1 MR. HENRY: Yes.

2 MR. LONGWELL: -- in your career. Or you're familiar
3 with the fueling sequence, and when tanks come full, I suppose.

4 Do you have any idea which tank it was that spilled
5 into the surge tank?

6 MR. HENRY: We didn't have any fuel in the surge
7 tank. On a large load, that could happen. That didn't happen
8 on this small load.

9 The reserves are always full, and you have number one
10 and two tanks, which are main tanks. On a load like that,
11 number one tank, you don't even have to -- it doesn't even come
12 close to being full. It usually takes about 24,600 and then
13 that's it. Then, number two tank. I think you can get
14 150,000, maybe sixty thousand, seventy thousand, in that tank.
15 Not even close to being full.

16 Like I said, if it was Athens, all those tanks
17 would've been full, and the center. Small load. I don't know
18 if --

19 MR. LONGWELL: In your -- in your opinion, what then
20 caused the fueling operation to shut down?

21 MR. HENRY: I think that the system was full because
22 of the nose-up attitude on the airplane. That's what I think.

23 On a level -- on a level gate, it would not have
24 happened. Because it -- you know. If I move that airplane to
25 some -- to another gate -- in the fuel. It's not a problem

1 with that, with 119. If it was 110 or 107, one of our other
2 100's, it would've happened also, probably. Very common.

3 MR. LONGWELL: Well, the reason I ask which tank is
4 was that spilled is I know that it's common for '47's to put
5 fuel in the surge tank at nose-up ~~ramps~~ ^{RAMPS 90°}, and that's what the
6 overfill protection circuit is there for.

7 MR. HENRY: Right, okay, I got you.

8 MR. LONGWELL: There's float switches out there in
9 the surge tank that, if you -- that's the purpose of the surge
10 tank, of course --

11 MR. HENRY: Yeah.

12 MR. LONGWELL: -- is to keep it from spilling
13 overboard.

14 MR. HENRY: Right. When we have a -- when we have a
15 fuel spill, we usually try to purge the surge tank so it
16 doesn't -- you don't go out with fuel inside of there, so.

17 No, this load was so small that -- no, we didn't have
18 a fuel spill, we didn't get close.

19 MR. LONGWELL: Yeah, but I shouldn't have used the
20 word spill; I should've said putting fuel in the surge tank
21 from overflowing a tank, but not spilling --

22 MR. HENRY: Yeah, we didn't overfill any tanks, as
23 far as I know, no.

24 MR. LONGWELL: Okay. Thank you.

25 MR. HENRY: Okay.

1 MR. SANTIAGO: Dennis Santiago, with International
2 Association of Machinists. How're you doing, Henry?

3 MR. HENRY: Okay.

4 MR. SANTIAGO: You were doing the PS. You started
5 this PS but, in the beginning, as soon as the aircraft came in?

6 MR. HENRY: When I went up to take the logbook, I'm
7 in the cockpit anyway, you check the cockpit. Every wide body
8 we check for oxygen and hydraulics, anyway, that's a part of
9 PS, so, that's, yeah.

10 MR. SANTIAGO: And you did your visual walk-around?

11 MR. HENRY: Visual walk-around, yes.

12 MR. SANTIAGO: From the nose of the aircraft, all the
13 way around --

14 MR. LONGWELL: All the way around, the wings, the
15 tail, everything.

16 MR. SANTIAGO: Right. And you didn't notice any
17 hydraulic leaks or --

18 MR. HENRY: No, just the usual condensation, you
19 know, from a -- from a long flight from Athens, that's it.
20 Just some condensation.

21 MR. SANTIAGO: Did you talk to the pilot from 881
22 coming inbound, or?

23 MR. HENRY: I spoke to the outbound, but I don't
24 remember speaking to the inbound crew. I spoke to -- maybe the
25 inbound service manager was still there.

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1 Because I think -- you know -- it takes a long time
2 to get the people off, anyway, and she's required to stay there
3 until -- you know -- not that the flight crew was in a rush or
4 anything; it takes time. But I don't think I spoke to the
5 inbound crew.

6 MR. SANTIAGO: Right, okay. You signed the air
7 worthiness on the aircraft?

8 MR. HENRY: Yes.

9 MR. SANTIAGO: That's usually done when you -- when
10 you complete your PS, right?

11 MR. HENRY: Yes, right.

12 MR. SANTIAGO: Was that about an hour before, or -- I
13 know it's a long time, but --

14 MR. HENRY: I took the logbook up to the cockpit, and
15 -- I usually sign it just before I take it up. And -- so I
16 spoke to -- I don't know.

17 Yeah, not long before -- it sat on the gate for a
18 little while, maybe a half hour, I guess, but --

19 MR. SANTIAGO: Right.

20 MR. HENRY: As far as schedule, when that airplane's
21 supposed to leave -- it went up maybe ten minutes before it's
22 supposed to go.

23 MR. SANTIAGO: All right. When you were doing
24 initial PS, that -- that they were unloading the cargo, did you
25 notice if the cargo door was open or? Or did they close them

1 after they finished unloading the cargo?

2 MR. HENRY: I believe the cargo was being unloaded
3 and the doors were open.

4 MR. SANTIAGO: All right.

5 MR. HENRY: I don't know if they had one CL on it or
6 two, but they were unloading the airplane, yeah.

7 MR. SANTIAGO: Right. After they finished unloading,
8 were you aware if they closed the door or if they --

9 MR. HENRY: I think the doors were open.

10 MR. SANTIAGO: You think the doors were open.

11 MR. HENRY: We like them to keep them open -- you
12 know --

13 The pressure seals around the cargo doors they get
14 damaged, so we look at those, on the PS, right, that's my
15 visual, I want to check that also. So it's good for me when
16 they're open.

17 MR. SANTIAGO: Okay. As far as the remarks were
18 concerned, did you have -- in the ^{LAV door} ~~lav~~ (ph.), a flapper valve
19 that was down, do you recall? It could've been a write-up that
20 was deferred.

21 MR. HENRY: That may've been one of the cabin
22 remarks, yeah. That may've been a cabin remark in the logbook,
23 yeah.

24 MR. SANTIAGO: About the flapper valve?

25 MR. HENRY: Yes, yeah.

1 MR. SANTIAGO: All right. Do you know if somebody
2 signed it off, or it was deferred, off-hand?

3 MR. HENRY: I may've corrected that. I don't
4 remember off-hand. I may've corrected that myself. Very easy
5 to do.

6 Unless it's broken. If the flapper's broken, then --

7 MR. SANTIAGO: Right. Just a question on the fueler.
8 At any time, did he ask you anything else wrong with fueling
9 operation other than that it stopped?

10 MR. HENRY: No.

11 MR. SANTIAGO: Gauges or anything?

12 MR. HENRY: No, there really wouldn't -- unless he'd
13 get -- you bump into a fueler that has some type of experience
14 with -- you know -- particular airplane, they just know that it
15 won't take the fuel, it stopped fueling. The gauges -- well,
16 there're indications that the gauges are -- are working --
17 it'll just shut down, so. It's almost like a loss of power for
18 them.

19 So, that's the only thing.

20 MR. SANTIAGO: But he didn't come and mention to you
21 -- to you any other problems --

22 MR. HENRY: No.

23 MR. SANTIAGO: -- with the fueling operation?

24 MR. HENRY: No.

25 MR. SANTIAGO: No?

1 MR. HENRY: Nothing else.

2 MR. SANTIAGO: Or leaks or anything?

3 MR. HENRY: No.

4 MR. SANTIAGO: No?

5 MR. HENRY: No, usually they would if there was a
6 problem with that. No.

7 MR. SANTIAGO: Okay, thank you.

8 MR. BURNS: All right. Lou Burns, I'm a 747 captain
9 here at JFK, representing the Airline Pilots Association.

10 I just have one question.

11 The fueler, when he gets his orders for fuel, this is
12 the M-180, is this what he picks up also? Does someone --

13 MR. HENRY: Yes, he does -- he does have a copy of
14 that, yes.

15 MR. BURNS: And would -- if there were any changes in
16 the fuel order --

17 MR. HENRY: Mm-hmm?

18 MR. BURNS: -- would they be given to him verbally,
19 or would he get a new written --

20 MR. HENRY: Someone would call load control; whether
21 his supervisor, me, flight crew, and they would get a new 180,
22 oh yeah.

23 MR. BURNS: Thank you. That's all I have.

24 MR. STACEY: Terry Stacey again, TWA. Kevin asked a
25 question that jogged a memory to ask, what would be the

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1 sequence of the fuel loading, specifically when he hooks up?
2 What tanks would fill up first?

3 MR. HENRY: Uh --

4 MR. STACEY: Or do --

5 MR. HENRY: The reserve tanks -- from my experience,
6 the reserve tanks usually fill pretty fast. And then, almost
7 in the sequence that -- the load that they can take. Like,
8 more outboard to inboard.

9 The reserves, and then number one and four, and then
10 two and three.

11 MR. STACEY: How would you -- how would you know if
12 there was fuel in the surge tank?

13 MR. HENRY: If I would have a spill, usually when
14 it's -- that's the only way. On the exterior of the airplane,
15 that's the only way I would know.

16 If I have a spill or seepage out of the wingtip.

17 MR. STACEY: So any fuel that goes into the surge
18 tank on the ground would immediately spill out, is that
19 correct?

20 MR. HENRY: Once the tanks fills, if tank -- the
21 surge tank would have to fill.

22 MR. STACEY: The surge tank would have to fill?

23 MR. HENRY: Yeah.

24 MR. STACEY: So you could have fuel in a surge
25 tank --

1 MR. HENRY: If it did exceed the --

2 MR. STACEY: -- and no visual indication outside?

3 MR. HENRY: Right.

4 MR. STACEY: Okay. There was another question I see.
5 Now, what did the fueller say to you? Did he approach
6 you, or did you approach him?

7 MR. HENRY: Usually, the guy starts waving.

8 MR. STACEY: Yeah?

9 MR. HENRY: And you walk over. And usually, that's
10 the problem. Usually a gauge that's sticking, or the airplane
11 won't take the fuel, or something like that.

12 They usually just wave you down and -- you know --
13 they know what a mechanic looks like, usually, so -- they see
14 you doing your walk-around, they'll grab you.

15 MR. STACEY: And the -- the fuse and the circuit
16 breaker remained out until he completed fueling, is that
17 correct?

18 MR. HENRY: Right. I have to stay in communication
19 -- I let them know -- you know -- don't go beyond this -- if
20 it's a large load I let them know, don't go beyond this, this
21 or that, and then I'll reset it. I'll ask him if he has his
22 load on board, and reset it.

23 If he goes up to sell a load and the crew wants more
24 fuel and you need a new 180, then I may have to pull the fuses
25 again.

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1 MR. STACEY: If the -- if the truck -- if the fuel --
2 if he's fueling from the left side, a normal light load, only
3 from one side, would a truck physically be underneath the wing
4 -- it would be -- would it be underneath the wing of the
5 airplane?

6 MR. HENRY: There are different ways that you can --
7 yeah, depending on -- you know -- they can back in, or they can
8 go and -- it depends.

9 But usually, yeah, you're underneath the --
10 The cage where the fueler is and where the hoses are,
11 in the back of the truck, and -- yeah, you can say, underneath
12 the leading edge, yeah.

13 MR. STACEY: So -- well, where is that in reference
14 to the, say, the number two engine?

15 MR. HENRY: That's right next to number -- right
16 there. The panel is just a little bit outboard of number two
17 pylon.

18 MR. STACEY: And that was the engine that had -- or
19 the -- it was near there where the flap track canoe was
20 missing, is that correct?

21 MR. HENRY: That flap track canoe was outboard of --
22 closer to number one.

23 MR. STACEY: Closer to number one.

24 MR. HENRY: I believe -- I believe it was closer to
25 number one.

1 MR. STACEY: Okay, so any fuel coming out of that --
2 that area where the flap canoe ^{FERRING} ~~ferring~~ -- flap trap ^{FERRING} ~~ferring~~ ^{CB}
3 canoe was missing, would it get on the truck?

4 MR. HENRY: No, that's too far aft, too far aft.

5 MR. STACEY: Sorry about that, I'd -- questions. But
6 I just want to -- he asked a question, and it got me into the
7 exact position of the truck and everything, thanks.

8 MR. HENRY: Okay.

9 MS. LIEBER: I have a question. Prior to July 17th,
10 are you aware of 17119 having any fuel leak or any problems
11 accepting fuel at any time?

12 MR. HENRY: I would say no. That type of fueling
13 problem, it could've been any other airplane. Any 100 or 200
14 that we have, it could've been -- no.

15 MS. LIEBER: Okay --

16 MR. HENRY: In particular, no.

17 MS. LIEBER: I want to ask you a question about that.
18 You said this was at Gate 27, I believe?

19 MR. HENRY: I believe it's 27.

20 MS. LIEBER: Okay, and because the nose is up --

21 MR. HENRY: Right.

22 MS. LIEBER: -- you -- it has a problem accepting
23 fuel?

24 MR. HENRY: The ramp isn't level on Gate 27, right.

25 MS. LIEBER: Okay. Does that happen daily?

1 MR. HENRY: It may or may not happen, no. It's not
2 -- it's not daily, but if we do get the call, usually I know
3 exactly what it is. Twenty-five -- some gates, or some
4 locations, are notorious for that type of problem. Some gates
5 you never have that problem, so.

6 MS. LIEBER: Okay, but in your opinion, then, why
7 would it happen on one piece of equipment and -- on one day,
8 and then not another day?

9 MR. HENRY: In my opinion -- you know -- these are
10 machines we're working with, and machines get quirky, I guess.
11 They could -- I have no explanation for that. I don't know why
12 it would be one day and not the other. I don't know if it's
13 the -- you know -- if it's the -- not the ambient temperature.

14 I can't give you anything fancy to tell you, as far
15 as that -- that -- that I wouldn't know.

16 MS. LIEBER: Okay. Do you recall if the fueler ever
17 called over his supervisor?

18 MR. HENRY: I don't recall seeing Allied supervisor,
19 no. No.

20 No, there are instances where we would need one, but
21 in that case I was able to handle that. I don't even think
22 they knew about that.

23 MS. LIEBER: Do they communicate by radios, or do
24 they communicate just by waving, as you said?

25 MR. HENRY: Only the supervisor has a radio, as far

1 as --

2 MS. LIEBER: The fueling supervisor?

3 MR. HENRY: The fueling supervisor.

4 MS. LIEBER: Okay. Okay, thank you.

5 MR. WIEMEYER: I've got one follow-up question,
6 Everett. You talked about the condensation. Is that pretty
7 common?

8 MR. HENRY: A long flight, yeah. And not just wide
9 bodies, narrow bodies also. Yeah, you see that condensation.

10 Usually, you'll stand underneath it to make sure it's
11 not hydraulic fluid or fuel, and sometimes you even taste it.

12 MR. WIEMEYER: Okay. That's my next question.

13 In your opinion, is it possible that somebody could
14 misinterpret that to be something other than condensation, like
15 fuel or hydraulic fluid?

16 MR. HENRY: If it's not -- usually, it's obvious.
17 You'll see some even like a sheet of ice -- you know, a little
18 frost on the wing, but sometimes it's just water dripping off.
19 And someone with less experience might miss that; might
20 misinterpret it.

21 MR. WIEMEYER: Okay, that's all.

22 MR. HENRY: That would be a lot of fuel, though.

23 MR. KLAPACH: I have a question. When you were doing
24 the walk-around, with the air conditioning pack area, did you
25 -- was -- did you notice anything about the temperature?

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1 MR. HENRY: That was July, it was a hot day. No, not
2 really, no. I -- in that area, I'd want to know if the inlet
3 doors were open -- you know -- if the louvers are -- you know
4 -- it's a visual, so -- as far as what's coming out of there,
5 no.

6 MR. KLAPACH: Okay.

7 MR. WIEMEYER: Anybody else have anything else?

8 (No response.)

9 MR. WIEMEYER: Okay. Everett, sure appreciate you
10 coming by. Thanks a lot.

11 Off the record.

12 (Whereupon, the interview was concluded.)

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