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APPENDIX 8

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC

INTERVIEW TRANSCRIPT  
ANTHONY SCIMECA  
NOVEMBER 19, 1996  
(38 pages)



## 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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MR. WIEMEYER: My name is Norm Wiemeyer. I'm with the National Transportation Safety Board.

Would you state your full name and spell your last name for the record, please?

MR. SCIMECA: Okay. Anthony Scimeca. S-C-I-M-E-C-A.

MR. WIEMEYER: People call you Tony?

MR. SCIMECA: Yes.

MR. WIEMEYER: Is it all right if I --

MR. SCIMECA: Oh, yes.

MR. WIEMEYER: Okay. Thank you, sir.

And what's your address?

MR. SCIMECA: 1017 Cross Bay Boulevard in Broad Channel, Queens 11693.

MR. WIEMEYER: And the telephone number?

MR. SCIMECA: 718-634-3815.

MR. WIEMEYER: Okay. And by whom are you employed?

MR. SCIMECA: TransWorld Airlines.

MR. WIEMEYER: How long have you been employed by TransWorld?

MR. SCIMECA: Forty-and-a-half years.

MR. WIEMEYER: Off the record.

(Brief recess.)

MR. WIEMEYER: Back on the record.

What is your position with --

1 MR. SCIMECA: I'm a crew chief, A&P crew chief.

2 MR. WIEMEYER: Okay. And what certificates and  
3 ratings, FAA certificates and ratings --

4 MR. SCIMECA: I have an A&P license.

5 MR. WIEMEYER: Okay. INAI also?

6 MR. SCIMECA: A what?

7 MR. WIEMEYER: An inspector also?

8 MR. SCIMECA: No.

9 MR. WIEMEYER: Okay. Okay. Did you work during the  
10 period of time that TWA Flight 800 was preparing to depart?

11 MR. SCIMECA: Yes.

12 MR. WIEMEYER: And what were you doing during that  
13 period of time?

14 MR. SCIMECA: Okay. Well, being a crew chief, I have  
15 7, 8, up to 10 people assigned to me. I have 3 or 4 guys  
16 assigned to 800 and they were working 800. As a crew chief, I  
17 had 3 other guys -- on another airplane -- couple here, and I  
18 just go around, make sure everything is okay, and during that  
19 period -- I start at 2 o'clock, between 2 and 10:30 -- I work  
20 the flights that the company assigns me. I have the people  
21 that the company assigns to me, and there were 3 or 4 guys  
22 working 800, and when it was ready to go, they dispatched it.

23 MR. WIEMEYER: Do you make the work assignments to  
24 the people that are on your crew then?

25 MR. SCIMECA: Yes.

1 MR. WIEMEYER: And where do you get tasked -- how do  
2 you get tasked for what needs to be done?

3 MR. SCIMECA: Well, sometimes, if they know ahead of  
4 time, an airplane will come in and you'll say, "This has to be  
5 done or this has to be done." Then you put X amount of people  
6 on it that we need to get the job. Sometimes an airplane will  
7 come in with a log book remark that -- you know -- you don't  
8 know ahead of time until the airplane does get in.

9 This particular airplane had a reverser that we had  
10 to unlock. We knew it before it came in, and we had a PS to do  
11 on it. So I assigned -- Normally, what I would do is maybe put  
12 two people on an airplane if the book is clean, but this had a  
13 little bit more extra work with a reverser and a PS. So I put  
14 two guys just to handle the reverser and one guy to handle the  
15 PS.

16 MR. WIEMEYER: What's a "PS"?

17 MR. SCIMECA: Well, that's basically a walk-around,  
18 check the tire pressures, do a physical, walk around see if  
19 this airplane has any leaks. You know, just walk around the  
20 airplane, check all the tires, check the brakes, make sure the  
21 tires don't have any cuts or holes and the brakes are not --  
22 you know -- they're still okay. It's basically a walk-around.

23 MR. WIEMEYER: Okay. During that PS, did your people  
24 that were assigned to you come up with any discrepancies?

25 MR. SCIMECA: No.

1 MR. WIEMEYER: Okay. Other than the number three  
2 thrust reverser that you've already mentioned, what other items  
3 did you have that were outstanding that your crew needed to  
4 work on?

5 MR. SCIMECA: It's funny, the only thing I could  
6 remember -- and that was only because he got called in, too --  
7 was there was a clogged drain in the galley, and the -- man  
8 went up to unclog the drain. Other than that, I don't remember  
9 what was on that airplane now.

10 MR. WIEMEYER: Okay. During the course of your work  
11 with that airplane, did you have any conversation with any of  
12 the flight crew members?

13 MR. SCIMECA: No.

14 MR. WIEMEYER: Did anybody on your crew that you're  
15 aware of?

16 MR. SCIMECA: No, not that I am aware of.

17 MR. WIEMEYER: Okay. Did you become aware at any  
18 time of an aft-cargo overheat light? Were you informed of  
19 that?

20 MR. SCIMECA: No, no. I don't recall that at all.

21 MR. WIEMEYER: Had you had that kind of description  
22 come in --

23 MR. SCIMECA: Once in a while you'll get a call that  
24 the aft-cargo smoke detector doesn't test, but I don't remember  
25 it on that airplane. That does come up every once in a while



1 on flights, but I don't remember that on 800.

2 MR. WIEMEYER: Do you remember anything else specific  
3 with regards to any particular problems with 800?

4 MR. SCIMECA: No, I really don't.

5 MR. WIEMEYER: Okay. Did you have any conversation  
6 with any of the fuelers, fuel supervisors or fuel manager  
7 people?

8 MR. SCIMECA: No.

9 MR. WIEMEYER: All right. So you didn't have any  
10 conversation --

11 MR. SCIMECA: No.

12 MR. WIEMEYER: -- folks at all.

13 If one of the people on your crew was contacted by  
14 somebody from Ogden -- particular problem on the airplane --  
15 would you expect that your mechanic would notify you of that?

16 MR. SCIMECA: Not necessarily. Not unless he had a  
17 problem and didn't know how to handle it. In other words, if  
18 Allied said, "We can't get fuel into a tank ~~or one layer~~" and  
19 he said, "Okay. I can handle it," he will not come back and  
20 tell me -- unless he said to me, "Tony, they can't get fuel,  
21 and I don't know, you know, what do we do if we can't get  
22 fuel?" If he knows what to do, he wouldn't bother getting in  
23 touch with me. He would handle it.

24 MR. WIEMEYER: Okay. If one of your people was  
25 informed and asked to look at the possibility of a fuel leak,

1 would they inform you pretty much automatically on that or --

2 MR. SCIMECA: No, they would. They would, yes. Yes,  
3 they would normally come up and say to me, "We've got a fuel  
4 leak." Yes, they would inform me on a fuel leak.

5 MR. WIEMEYER: And you don't recall anything of that  
6 type --

7 MR. SCIMECA: No, no. Nothing on a fuel leak.

8 MR. WIEMEYER: During the fueling process, from your  
9 experience as a mechanic -- sometimes the fueling operation  
10 shuts down automatically.

11 MR. SCIMECA: Um-hum.

12 MR. WIEMEYER: What usually causes that?

13 MR. SCIMECA: Actually, it would shut down because  
14 it's a -- shut-off and for some reason the gauge is saying it's  
15 full and the tank is not. When the gauge says it's full, you  
16 can't put any more fuel in there.

17 MR. WIEMEYER: Okay. Now, this is historical stuff.  
18 I'm trying to get an understanding. If somebody -- if you had  
19 a write-up that a -- gauge was sticking, what would be the  
20 maintenance action?

21 MR. SCIMECA: If a gauge is sticking?

22 MR. WIEMEYER: Right.

23 MR. SCIMECA: Well, they would change the --  
24 indicator.

25 MR. WIEMEYER: Okay. If you got a write-up that a

1 fuel flow was fluctuating, what would be the things that you'd  
2 look at?

3 MR. SCIMECA: Well, they would just -- they would  
4 change a fuel-flow box indicator.

5 MR. WIEMEYER: Okay. Is there anything in that case  
6 that you would look at with regards to the -- itself?

7 MR. SCIMECA: No.

8 MR. WIEMEYER: Okay. As you do your walk-around on  
9 the 747, are there specific places that you might expect to see  
10 a drip or a drop of fuel come out of around the engines or  
11 anyplace where there's a P&D valve or something like that?

12 MR. SCIMECA: Well, any place you have fuel, you're  
13 going to expect some -- you know, I mean, you're going -- Not  
14 to be funny, but if you're walking around an engine, you might  
15 expect to see fuel -- you're not going to see it coming out of  
16 a wheel, but, yes, if you have a fuel pump, you would do a  
17 walk-around to see if you would have any fuel coming out of the  
18 -- or out of an engine, yes, that would be something you would  
19 look for.

20 MR. WIEMEYER: Are there any specific places that you  
21 have to check to make sure fuel is not coming out?

22 MR. SCIMECA: No, not really, no. You do a walk-  
23 around -- It's like looking for a <sup>H</sup>skydraulic. You would walk  
24 around and there's <sup>H</sup>skya <sup>H</sup>lines throughout the airplane.  
<sup>H</sup>Hydraulic  
25 They're fuel lines. So you just walk around and see if there's

1 anything leaking or you would just walk around the whole  
2 airplane, really. There is no one particular area that I would  
3 say that you go look at first -- You wouldn't say, "Listen,  
4 this airplane, you gotta look at this first before you do  
5 anything, because that leaks all the time." No, there's  
6 nothing that -- you know -- that you would do that.

7 MR. WIEMEYER: Okay. I can't think of anything else.  
8 Terry, go ahead.

9 MR. STACEY: Hi, Tony. I'm Terry Stacey, 747 Captain  
10 from TWA.

11 How long does it take to do a PS?

12 MR. SCIMECA: The ground time, they give you two  
13 hours to do a PS. They give you two hours to do a PS. Now,  
14 the reason they give you two hours is in case you come up with  
15 a problem or something, you know, like the PS in itself, you  
16 just do a walk-around, but, now, of course, you might have a --  
17 oxygen bottle that might be low that you gotta change. The  
18 maintenance -- gives you two hours to do a PS. In other words,  
19 when they come in they give you the two hours.

20 MR. STACEY: But how long does this physically take  
21 to do it, if you don't find anything --

22 MR. SCIMECA: If you don't find anything -- well, and  
23 everything is fine -- I guess -- 45 minutes, and what I'm  
24 thinking is on a PS you gotta check tire pressures, so you're  
25 checking tire pressures on 18 tires, so that takes a little

1 while. You walk through the cabin. You walk around the  
2 outside of the airplane, at least a good hour, you know, to  
3 walk around and check the brakes and everything. I would say a  
4 good hour.

5 MR. STACEY: Okay. Very good. That gives me an  
6 idea.

7 Physically, where were you when 800 was on the  
8 ground?

9 MR. SCIMECA: Well --

10 MR. STACEY: I'm sorry -- the aircraft was on the  
11 ground --

12 MR. SCIMECA: I was in Gate 21. I don't have my  
13 sheet with me and I don't remember what other flights I was  
14 working. I guess I went to a blank and it's immaterial, but I  
15 was in the vicinity of Gate -- between 21 and 31, that area out  
16 there, and 800 was on Gate 27, so I was in that vicinity.

17 MR. STACEY: You actually went to Gate 27?

18 MR. SCIMECA: Yes, I went to Gate 27 maybe like two  
19 or three times, you know, making sure -- you know, "We going to  
20 be okay to -- " You know, they had set up an eight o'clock.  
21 "Are we going to make eight o'clock?" "Yes, we're doing fine.  
22 We have no problems" -- you know -- then I would leave. You  
23 know, the reason the crew chiefs do that is because if we are  
24 going to have a problem, we have to let the tower know or  
25 somebody know that we're not going to make this schedule at

1 eight o'clock. They had set up -- I shouldn't even say that,  
2 because I don't remember the time they set up, but any flight  
3 that we're working I would go around and ask, "How are we  
4 doing?" and if it looks fine, fine. If we're coming up with a  
5 problem, I would let the supervisor know, I let the tower know  
6 that we're not going to make the time that they set up.

7 MR. STACEY: Okay. So in that two or three times  
8 that you went to the -- physically went to the airplane or the  
9 gate area, no one said anything about a problem, other than  
10 everything's okay --

11 MR. SCIMECA: Yes, right. Working the reverser.  
12 That's all I knew about the problem was the reverser.

13 MR. STACEY: Okay. Do you physically do -- walk  
14 around the airplane yourself --

15 MR. SCIMECA: No. No, I don't do that.

16 MR. STACEY: -- responsible --

17 MR. SCIMECA: No, I assign mechanics. The airplane  
18 comes in, and they do that.

19 MR. STACEY: Okay. If there were -- Well, I'm sorry.  
20 Maybe Norm -- forgive me -- Norm may have asked this question,  
21 but if there were a minor problem with the fueling, you  
22 probably wouldn't know about it --

23 MR. SCIMECA: Not if it was minor and -- you know --  
24 he might tell me after the facts. He might say to me, you  
25 know, "We had a fueling problem, but I took care of it,"

1 yakety-yak. I don't remember, but I'm not talking about 800.  
2 I'm talking about any airplane. A guy might come up and say,  
3 "Listen, we had a problem there," and then we would make a 139  
4 on it, but on 800, I don't remember a fueling problem at all.

5 MR. STACEY: Okay. If there were a -- For example,  
6 if you had a non-standard fuel load with an inoperative pump or  
7 something of that nature or any kind of a non-standard fuel  
8 load, would you be aware of that?

9 MR. SCIMECA: Yes, not in a pump, yes. I would say  
10 if we had an inop gauge I would know about it, because the  
11 procedure with an inop gauge is Allied hooks up, but I have to  
12 send a man and refuel the airplane by drip stick, because we  
13 have an inop gauge. I mean, I would know about it. It would  
14 be in the book that he has an inop gauge or Allied would call  
15 and say, "We have an inop gauge and we have to fuel it by drip  
16 stick."

17 MR. STACEY: And if you had -- if you could -- like I  
18 say, if you -- if they couldn't -- if they actually could not  
19 get fuel in a tank -- the amount of fuel in a tank that was  
20 called for, you would be made aware of that if that --

21 MR. SCIMECA: Not necessarily if -- a mechanic  
22 outside, because, you know, you gotta remember that some  
23 mechanics, in all fairness, they don't want to be treated like  
24 it's -- they come up with a problem, they'll handle it. You  
25 know, if Allied was to go up to them on any airplane, this will

1 be -- now, I'm not talking about 800 -- and they said, "Listen,  
2 this tank shut off 2,000 pounds short. I have to put in  
3 another 2,000 pounds, another 100 gallons," the mechanic --  
4 "Okay," and he'll work with Allied -- stop and say, "Wait a  
5 minute, I gotta tell my crew chief," this and that. No, he'll  
6 get the 100 pounds in. Maybe after the airplane left, he might  
7 tell me, but not necessarily. He really doesn't have to. I  
8 mean, that's his job. He's a mechanic.

9 MR. STACEY: Do you recall -- just one more question.  
10 Do you recall anyone making any comment about 800 -- any  
11 specific problem -- to you after it left?

12 MR. SCIMECA: No, no, no, I don't remember anything.  
13 No, I really don't remember any problems with 800.

14 MR. STACEY: Did you see it physically being pushed  
15 back or --

16 MR. SCIMECA: No. No, I don't think I was there when  
17 it pushed back. No, I really don't. I don't think I was there  
18 at push-back.

19 MR. STACEY: Okay.

20 MR. SCIMECA: It left about 20 after 8 or so. No, I  
21 don't remember being -- seeing -- going off the gate. I know  
22 the guys were there dispatching it, but I don't -- I wasn't  
23 there. I don't remember.

24 MR. STACEY: Okay. Thank you, Tony.

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



1           As a crew chief, is that considered -- with TWA -- is  
2 that considered a supervisory position?

3           MR. SCIMECA: No, we are what you might say the  
4 bumper zone. We're in the union, but we still gotta get the  
5 job done, if you know what I mean. I wouldn't call it  
6 supervisor, no. We're not management. We're still in the  
7 union. We pay union dues. We work by the union work rules,  
8 and -- but at the same token, you have to get the job -- You  
9 know, you assign people to the job. If the job doesn't get  
10 done, you have to answer for it and things like that, so you're  
11 like between the two.

12           MS. LIEBER: Okay. So a maintenance supervisor  
13 inside the station, would that be someone that you would  
14 directly report to?

15           MR. SCIMECA: Definitely, yes.

16           MS. LIEBER: Okay. Do you recall the supervisor that  
17 you had to report to that evening of July 17th?

18           MR. SCIMECA: Let me see. I'm trying to think who  
19 was on duty that night. It was Herb Gordon. I think Herb  
20 Gordon was the supervisor.

21           MS. LIEBER: Okay.

22           MR. SCIMECA: I think that's who it was. Yes, I'm  
23 sure it was Herb Gordon --

24           MS. LIEBER: Do you recall -- You said that you  
25 dispatched three individuals to 800.

1 MR. SCIMECA: Um-hum.

2 MS. LIEBER: Okay. The two that were working on the  
3 number three thruster -- on the thruster -- do you recall their  
4 names?

5 MR. SCIMECA: Yes, <sup>JA</sup> Jaime Micardo and -- <sup>CARVACHE</sup> ~~Kabachi~~ <sup>M</sup>  
6 (phonetic).

7 MS. LIEBER: Okay. And then who performed the PS?

8 MR. SCIMECA: It was Henry. I think it was Henry  
9 that did the PS. Yes, I think it was -- Right. Okay.

10 MS. LIEBER: Of the three individuals that you  
11 dispatched out to Flight 800, are they still employed with the  
12 company?

13 MR. SCIMECA: Yes.

14 MS. LIEBER: They are?

15 MR. SCIMECA: Um-hum.

16 MS. LIEBER: Is Mr. Gordon still employed with the  
17 company?

18 MR. SCIMECA: No.

19 MS. LIEBER: And when was he terminated?

20 MR. SCIMECA: About a month ago.

21 MS. LIEBER: Or did he resign? Terminated?

22 MR. SCIMECA: I have no idea. I don't know what  
23 happened.

24 MS. LIEBER: About one month ago?

25 MR. SCIMECA: I think it's about a month now. I'm

1 not positive, but it's about maybe five, six weeks, but I don't  
2 -- I don't know what happened.

3 MS. LIEBER: Did he resign or did he terminate?

4 MR. SCIMECA: I have no idea. That's something you  
5 would have to discuss with management.

6 MS. LIEBER: Okay. Thank you. No further questions.

7 MR. KLAPACH: Steve Klapach from the FAA.

8 On the PS service, you do the walk-around, like you  
9 say, and check for any fluid leaks. Just -- that's just like  
10 when you do a walk-around normally, other than the tire  
11 pressures --

12 MR. SCIMECA: Um-hum. Yes.

13 MR. KLAPACH: -- or is this always a walk-around is  
14 done checking for leaks?

15 MR. SCIMECA: Well, the difference -- a mechanic --  
16 The difference between a PS and a walk-around is you assign a  
17 guy to -- there is no PS -- to be done, but you still do a  
18 walk-around. You don't check the tire pressures, but you check  
19 the tires, you check the brakes, you do a walk-around, you make  
20 sure the ~~nab~~ lights are working, only because the engineer is  
21 going to do this. We're here. TWA's job or my job is to get a  
22 safe airplane out on time. That's how we stay in business.  
23 You have a -- bottle low. The airplane comes in an hour. He's  
24 sitting there. An engineer comes out 20 minutes later, says  
25 the crew bottle is low. We now take a delay. I always tell my

1 mechanics, "When you're parking them, do a walk-around, check  
2 the <sup>KU</sup>~~nab~~ lights. They have to be working. Don't wait for an  
3 engineer."

4 A PS, now, he would sign off for that. A regular  
5 walk-around, you don't have to sign off, but you do a regular  
6 walk-around on every airplane, make sure nothing -- you know --  
7 panels are there, there's no fuel leaks, there's no hydraulic  
8 leak, the wing-tip lights are working, the crew <sup>H</sup>~~option~~ is  
9 within limits. That is just normal maintenance procedures that  
10 should be done by every mechanic.

11 A PS now is -- it gets signed off in the log book and  
12 there's paperwork for it. That's the difference.

13 MR. KLAPACH: Okay. Thank you.

14 MR. LONGWELL: Kevin Longwell. I'm with Boeing.

15 On this particular aircraft do you recall any earlier  
16 problems with it prior to the 17th?

17 MR. SCIMECA: No. To me, the Boeings make the best  
18 airplanes going, back to the 707.

19 MR. LONGWELL: Earlier in your interview, you  
20 referred to what sounded like a problem report. You called it  
21 a "139." Could you describe that?

22 MR. SCIMECA: Oh, that's -- If we come up with a  
23 problem, and say, for instance, on the walk-around you find a -  
24 - low, you write it on a 139 -- low, replace the bottle and  
25 whoever replaced the bottle signs it off.

1 MR. LONGWELL: So if there were any earlier problems,  
2 we would expect to find a 139 --

3 MR. SCIMECA: Yes, um-hum.

4 MR. LONGWELL: Would something like, for instance, a  
5 fuel leak be a common entry for a 139?

6 MR. SCIMECA: Yes. I would say, yes -- yes, but it's  
7 a fuel leak and you're going to work on it, I mean, if you got  
8 a fuel leak coming out of an engine, we're opening it up and  
9 you've got an O-ring to change on that fuel pump on the engine  
10 inside, you would have written up that you changed an O-ring on  
11 a fuel pump on that particular engine.

12 MR. LONGWELL: If it's something that there's no  
13 planned or assigned maintenance activity on, would it be  
14 entered on a 139?

15 MR. SCIMECA: Well, you see, you gotta be more -- I  
16 can't say the words -- Well, it's like I was asked by somebody  
17 at the FAA or somebody two months ago, he said to me, "You're  
18 allowed 10 drops a minute, right?" And my answer to that  
19 person was, "What's leaking, first?" You gotta tell me what's  
20 leaking, and then I go to the tape and I check out and I will  
21 let you know what the requirements are. A mechanic can come up  
22 and say, "I got three drops," we'll go to the tape or that's  
23 within limits, and then we don't have to make a -- It's within  
24 limits. You have to tell me exactly what's leaking, and then I  
25 have to go to a tape and tell you what our procedure is. I

1 just can't pull out a fuel leak.

2 MR. LONGWELL: Tell me what the tape is.

3 MR. SCIMECA: The maintenance tape, the maintenance  
4 procedure.

5 MR. LONGWELL: The maintenance manual.

6 MR. SCIMECA: Yes, because that's exactly what this  
7 person asked me. He says, "You're allowed 10 drops a minute."  
8 He said, "I could remember that a couple of years back," and I  
9 said, "Well, you can't say things like that. We might allow 10  
10 drops a year ago on this particular unit. Today, the company,  
11 you check the tape, no, not allowed anymore, and what was  
12 allowed no leaks, you might allow five drops now." So I need a  
13 certain part and then you go to the tape and you check it on  
14 the tape. I just can't pull a fuel leak out of the air. The  
15 airplane is too big and got too many fuel components.

16 MR. LONGWELL: So back to the original question then  
17 for an item for which there's no maintenance action required or  
18 determined from a tape check, would that be a 139 --

19 MR. SCIMECA: Again, not necessarily.

20 MR. LONGWELL: Okay.

21 MR. SCIMECA: If you think it should be a watch item,  
22 that it doesn't have to be fixed, but it should be watched, you  
23 could put it on paper and call Kansas City and tell Kansas  
24 City. That's why I say I have to know exactly what's -- You  
25 call Kansas City and say, "Listen, we're still within limits,

1 but I want a watch on it. It's six drops a minute," or  
2 something like that, whatever it might be. So, again, you just  
3 don't ignore it. You might have to put a watch on it and let  
4 Kansas City know, even if you don't do nothing to it.

5 MR. LONGWELL: Okay. Thank you. No further  
6 questions.

7 MR. SANTIAGO: Dennis Santiago with the IAM.  
8 Was an off-sheet done with that PS?

9 MR. SCIMECA: No.

10 MR. SANTIAGO: In conjunction with that PS?

11 MR. SCIMECA: No.

12 MR. SANTIAGO: Okay. Isn't it TWA's policy if  
13 there's any write-up on an aircraft that you document that?

14 MR. SCIMECA: Um-hum.

15 MR. SANTIAGO: Okay. If there was a fuel leak it  
16 would have been documented.

17 MR. SCIMECA: Oh, I believe so.

18 MR. SANTIAGO: Okay. And the amps would show a fuel  
19 leak.

20 MR. SCIMECA: Um-hum. Yes --

21 MR. SANTIAGO: For people that don't know what amps  
22 is is for deferred and MEL items that are on the aircraft which  
23 they have -- mechanics have access to before the aircraft comes  
24 in, so it gives them a heads up on anything they have to do.

25 Can you tell me on a normal day how would you

1 communicate with the office and who would you communicate with  
2 if you had a problem?

3 MR. SCIMECA: Oh, if I had a problem, I go directly  
4 to the supervisor that I was working for that day, and I would  
5 tell him about my problem.

6 MR. SANTIAGO: Okay. On a normal chain of command in  
7 that structure at the gate at that time, we have different crew  
8 chiefs and do you report to one crew chief in particular?

9 MR. SCIMECA: Well, yes, okay, we now have a policy.  
10 We have a crew chief now that sits at the desk. He's the  
11 manpower coordinator -- take turn one day a week sitting at the  
12 desk. So if I come up with a problem I would go to the crew  
13 chief at the desk and tell the crew chief at the desk, "I got a  
14 problem on such-and-such an airplane," and he would either --  
15 and I could tell him two things. I could tell him, "We have a  
16 problem on this airplane, but we're going to be okay. We'll  
17 still make schedule," or I could tell him, "Listen, I got a  
18 problem on this airplane. Would you let the tower know I'm  
19 going to need another hour?" Not only do I let the crew chief  
20 at the desk know, but I should also let my supervisor know,  
21 because he's still the supervisor. We now work with a crew  
22 chief at the desk, but we still have a supervisor that's in  
23 charge. So he should also be informed, so that everybody  
24 knows, so that the supervisor doesn't -- "Well, how come nobody  
25 told me?"



1           So, yes, I can relate to the crew chief or the crew  
2 chief working the desk could turn around to the supervisor if I  
3 don't see him and say, "Listen, Tony just reported that he has  
4 a problem on such-and-such a flight," and he might say, "Okay.  
5 I'll go talk to Tony," but it's communication between me, the  
6 crew chief at the desk and a supervisor. That basically is the  
7 chain -- If you want chain of command, it's the mechanic to the  
8 crew chief to the crew chief at the desk to the supervisor.  
9 That's the way it goes up.

10           MR. SANTIAGO: Okay. In that aspect, when you're  
11 working at the desk, as you say, and a call comes in from the  
12 flight -- any flight -- is there any place that you record it?

13           MR. SCIMECA: Well, yes. Oh, yes, we have a book,  
14 and -- we have a book that you write down the time, which is  
15 very important. You write the flight, the time you got it and  
16 what the problem is. I mean, I get all sorts of calls, you  
17 know, a reading light out at Row 22, and I look at the time,  
18 3:42, reading light, Flight 742, and I write it down.

19           MR. SANTIAGO: Okay. If you had a fueling problem  
20 and they called inside, would you put that in that record?

21           MR. SCIMECA: Would it be in that record? Let me  
22 think. I don't -- No. No, the reason I -- and I'm being very  
23 honest -- is because if I guy came in -- Usually, you write the  
24 reports when the crew's coming, and -- See, again, if a guy  
25 came in and -- any problems, the fuel leak -- it could even be

1 -- crew oxygen -- if I guy comes in and tells me, "I have a  
2 crew oxygen change," and that's not going to be a problem, I  
3 will not write it down. If he had come in and say, "Listen, we  
4 came up with a crew bottle change. We're going to take a delay  
5 on this," I would write the time so that I would know exactly  
6 that at what time I came up with this crew bottle, because if  
7 they said to me, "You got a delay," I'd say, "Well, I came up  
8 with this crew bottle 10 minutes before departure time." But  
9 if a guy came up to me, say, an hour and a half before flight  
10 time and came and said to me, "We got a fuel leak," I would not  
11 write an hour-and-a-half down. If we came up with a problem, I  
12 would come in and say to them, "Listen, you better let them  
13 know," and we would write it down what time we're setting the  
14 delay up.

15           You don't normally -- unless -- If an engineer calls  
16 it in, like on a walk-around. If he walks around and he says,  
17 "I got fuel dripping out of an engine," you usually write up --  
18 the crew, but if a mechanic or a crew chief walks in, you don't  
19 usually put it down, unless we know we're going to run into  
20 trouble, run into a problem. We're not running into a problem  
21 and we think we're going to be okay, we don't put it down.

22           MR. SANTIAGO: As far as any crew calls, you do put  
23 down everything --

24           MR. SCIMECA: Every time crew calls, you write down  
25 the crews. Any time a crew calls you write it down.

1 MR. SANTIAGO: No more questions. Thank you, Tony.

2 MR. BURNS: Lou Burns, 747 Captain representing the

3 APA.

4 On July 9th, one of the Ogden fuelers or supervisors  
5 had a fuel leak on 119. He thinks you were the crew chef he  
6 contacted about that. Do you recall --

7 MR. SCIMECA: No, I don't recall that at all.

8 MR. BURNS: On the night of the 17th, did you have  
9 any opportunity or any reason to talk to any of the --

10 MR. SCIMECA: No.

11 MR. BURNS: Thank you.

12 MR. SCIMECA: I didn't talk to any --

13 MR. BURNS: No further questions for me.

14 MR. STACEY: I have a follow-up question or two,  
15 Tony.

16 What is the -- what's the relationship or how is the  
17 relationship -- working relationship between the mechanics and  
18 the Ogden fuelers?

19 MR. SCIMECA: Oh, no problem. Yes, no. No, no  
20 problem. No problem at all.

21 MR. STACEY: If one of your mechanics went in and had  
22 to pull a circuit breaker or pull a fuse in order to facilitate  
23 the fueling, would that be recorded anywhere?

24 MR. SCIMECA: Is it recorded anywhere? It should be.  
25 It should be. It should be recorded, you know, if he did that,

1 just so that down line they know, and -- Well, what happens  
2 with this pulling the -- what happens, really, is the tank  
3 shuts off. It's not like you can't get fuel into it. Ninety-  
4 percent of the time it shuts off 2,000 pounds short. All it  
5 needs is another 150 gallons or so, you know. It should be,  
6 but it doesn't -- See, that won't happen all the time. That  
7 airplane can go to California, get fuel in California and have  
8 no problem and take it. Then -- It should be notified. It  
9 should be recorded anyway and let down-line know, even though  
10 you didn't do nothing to fix it, so that the next station knows  
11 that this gauge -- this tank shut off early.

12 MR. STACEY: Okay. Thank you.

13 MR. KLAPACH: I have one question. This 139 form,  
14 which records work being performed on the aircraft, is that  
15 separate of the maintenance log book?

16 MR. SCIMECA: Oh, yes, that's separate.

17 MR. KLAPACH: Is that work then recorded in the  
18 maintenance log?

19 MR. SCIMECA: Oh, yes. It's put into the computer.  
20 It's put into the computer. It's not put into the log book, if  
21 that's what you mean, no. You don't take something off a 139  
22 and put it in a log book, but whatever is on a 139 -- whatever  
23 items are in the log book, it's put into the computer. If an  
24 airplane comes in, the girl will type up any item that's in the  
25 log into the computer. If there's 139 write-ups, that will go

1 into the computer, and as Dennis said, when the amps get pulled  
2 up, everything that's -- whether it was on a 139, whether it  
3 was on the log book, would come up in amps.

4 MR. KLAPACH: So then if I was to go out to one of  
5 TWA's planes and review the maintenance log, I would never know  
6 what's on a 139, because you don't record it in there.

7 MR. SCIMECA: Well, it's not recorded, no, but if you  
8 pull up the amps --

9 MR. KLAPACH: But I'm not going to do that. I come  
10 out and review a log book. So in other words, I would never  
11 see that work in that maintenance log book. When I pick it up  
12 in my hand physically, it'll look --

13 MR. SCIMECA: No, because you see we're not allowed  
14 to write in a log book.

15 Actually, what happens is when a log book comes in,  
16 the captain signs that log book, and when he signs that log  
17 book, he is signing that he had reviewed that log book, that  
18 anything that was written into that log book, he had already --  
19 So we don't -- unless it's something has to be placarded, then  
20 we put it into the log book, but most of the stuff -- goes into  
21 the computer, and like I say, it comes in amps.

22 MR. KLAPACH: And is he briefed on the 139s also?

23 MR. SCIMECA: I don't know. He could -- When I say  
24 briefed on 139s, he's briefed on the whole airplane. All he  
25 has to do is pull up amps, and a lot of the crews do, and

1 they'll know exactly what's on that airplane.

2 MR. KLAPACH: Okay.

3 MR. SCIMECA: Yes, most of the crews can go to the  
4 computer. They're taking a certain airplane out, they could  
5 pull up the computer, they'll get the amps and they'll get that  
6 whole history on that airplane.

7 MR. KLAPACH: Okay.

8 MR. SCIMECA: Whether it's in the log book or not.

9 MR. STACEY: Remembering my other question.

10 MR. WIEMEYER: Okay.

11 MR. STACEY: Do you have the authority in your  
12 position as crew chief to change the fuel distribution or load?

13 MR. SCIMECA: No.

14 MR. WIEMEYER: I've got a couple of -- Lu, go ahead.

15 MS. LIEBER: Yes. You stated that on July 17th  
16 Herbert Gordon was the supervisor that you reported to. Okay?  
17 Who were the other supervisors that you would have reported to  
18 had they come into work, if they were scheduled to go to work?

19 MR. SCIMECA: Oh -- Who was --

20 MS. LIEBER: The maintenance supervisors. On July  
21 17th, who were the other supervisors?

22 MR. SCIMECA: Okay. Who was in? Gordon was in. Jim  
23 <sup>Hoss</sup> ~~Hoss~~ was in that night.

24 <sup>HASE</sup> ~~HASE~~ MS. LIEBER: No, they don't have to be in that night.  
25 I'm just talking who were the supervisors on July 17th.

1 MR. SCIMECA: That's what I'm saying. July 17th  
2 would be Herb Gordon and Jim Hoss.

3 MS. LIEBER: Okay.

4 MR. SCIMECA: They were in.

5 MS. LIEBER: Okay. Who, at the time, was a  
6 supervisor, let's say -- let's say two weeks prior to the 17th,  
7 who were the maintenance supervisors?

8 MR. SCIMECA: Well, like Gordon was in. Jim Hoss was  
9 there. Louis Gonzales is a supervisor -- Richie Myer, Joe  
10 Albano, they were all supervisors. They were all on the 2 to  
11 10:30 shift, so I don't know, you know.

12 MS. LIEBER: Okay. To the best of your knowledge,  
13 you've stated that there's a good relationship between the  
14 fuelers and the maintenance personnel --

15 MR. SCIMECA: Yes.

16 MS. LIEBER: -- at the station. Have there ever been  
17 any instances that you're aware of that there was a problem  
18 with -- whether it's a mechanic or a supervisor -- with any of  
19 the Ogden fuelers?

20 MR. SCIMECA: Not that I know of. Not that I know  
21 of. I haven't heard any mechanics or anybody -- Not that I  
22 know of.

23 MS. LIEBER: Okay. Aside from Herbert Gordon, the  
24 names that you just mentioned to me, are they currently still  
25 employed with the company?

1 MR. SCIMECA: Albano, Richie Myer, Jim Hoss. Isiam  
2 is not.

3 MS. LIEBER: Isiam. And his last name is?

4 MR. SCIMECA: I think that's his last name. We just  
5 call him Isiam.

6 MS. LIEBER: Okay. And he's a supervisor?

7 MR. SCIMECA: He was.

8 MS. LIEBER: Okay. No further. Thank you.

9 MR. WIEMEYER: I've got a couple here.

10 My understanding is that there is a person who's  
11 really not a part of maintenance who puts oil in the engines  
12 and --

13 MR. SCIMECA: Yes, that's ground service.

14 MR. WIEMEYER: Okay. Now, when ~~down~~<sup>H</sup> service puts oil  
15 in an engine, at what point in time, if you do become aware,  
16 are you aware of how much oil was put in that engine? If it  
17 gets to a certain point -- kind of tell me about that whole  
18 thing.

19 MR. SCIMECA: Well, there's a sheet in the office,  
20 and he puts down -- You are allowed on a 747 at least -- Well,  
21 let me put it this way: Each airplane is different. On a 767,  
22 if he puts more than two quarts, he lets the crew chief at the  
23 desk know. On a 727, if he puts more than three quarts in, he  
24 let's the crew chief know. On a 747, if he puts more than  
25 eight, he lets the crew chief know. That's -- Basically, they



1 just -- "Number 3 engine took eight quarts." He let's the crew  
2 chief know.

3 MR. WIEMEYER: Okay. During your shift and working  
4 with 800, did you get informed of how much oil had been put in  
5 --

6 MR. SCIMECA: No.

7 MR. WIEMEYER: Okay. You mentioned something earlier  
8 about -- you know -- a safe operation, scheduled operation --

9 MR. SCIMECA: Yes, they both go together.

10 MR. WIEMEYER: An airplane comes in late. That would  
11 indicate it's probably going to have a short turn time.

12 MR. SCIMECA: Um-hum.

13 MR. WIEMEYER: What kind of pressures are put on you  
14 as a crew chief to try to get that airplane out on schedule?

15 MR. SCIMECA: Let me put it this way: Not that much  
16 that I have to worry, that I really say, "Oh, my God, the  
17 supervisor -- It's gotta get -- " No. Say for instance I put  
18 two men on an airplane and, "Gee, this airplane got -- " You  
19 know. If we have an extra guy, maybe we could have one guy do  
20 this, maybe. If you have an extra man, could he do the log  
21 book while the other two guys do the PS? If you don't have it,  
22 take the two hours. You're entitled to the two hours, then  
23 take the two hours. If you've got an hour and a half and  
24 you've got an extra man to help and you can get it out in an  
25 hour and a half instead of going for the two hours -- But

1       there's no pressure where I have to shake -- you know -- say,  
2       "Oh, God. This guy is yelling. He wants it out on time. Came  
3       in at seven. It's supposed to go out until eight. I'm good  
4       until nine." No. If you need 'til nine, then you take to nine  
5       o'clock.

6               MR. WIEMEYER: And there's no pressure's put on you  
7       in that regard?

8               MR. SCIMECA: No, no.

9               MR. WIEMEYER: Okay.

10              MR. SCIMECA: See, as far as -- goes, I would like it  
11       to get out as -- you know -- if it's an eight o'clock and I'm  
12       good until nine, if I can get it out by 8:30 by putting another  
13       man on, it's a help. Yes, I'll try getting it out at 8:30, but  
14       I have so much work and I only have those two, then I'll take  
15       the full nine o'clock, because everybody else is busy, but if I  
16       could help with another person and to do this and do that -- In  
17       other words, an airplane might come in. There might be a lot  
18       of cabin -- or reading lights, trays, and all I got is two guys  
19       and they want to -- "Look. Help these guys out," and maybe we  
20       can get it out in an hour, but not where I have to get upset  
21       about it.

22              MR. WIEMEYER: Hypothetical situation. How would you  
23       react if somebody said to you, "Well, a mechanic came up to me  
24       and said that because of a fuel leak I don't want you to put  
25       more than so many pounds of fuel in the other tank." How would

1 you react to that scenario?

2 MR. SCIMECA: We don't do that. I don't know. We  
3 have -- There's no scenario. I mean, if -- On a 747, the tip  
4 tanks have to be full. If he comes up to me and says, "I can  
5 only get 2,000 in it," we got a -- The airplane don't go. You  
6 need 3,000.

7 MR. WIEMEYER: Okay. So in your opinion, that type  
8 of situation would not occur at TWA.

9 MR. SCIMECA: No. No, if you've gotta have 3,000 in  
10 the tank -- Now -- 3,000 in the tips. You would put the 3,000  
11 in the tips. It would have to go. It calls for that.

12 MR. WIEMEYER: Is there any situation that you can  
13 think of that would arise where somebody from maintenance would  
14 go back to -- I'm not sure I'll use the right term -- but to  
15 the dispatcher or to load control and say, "We need to -- or  
16 recommend -- we need to put less fuel in the tank"?

17 MR. SCIMECA: The only way I can see that, if there  
18 was a problem -- and it's not the mechanic who will do it -- he  
19 might say to the captain that -- first of all, he would have to  
20 go to load control. He would have to get an okay from the  
21 crew. He's gotta get an okay from load control. He's gotta  
22 get an okay from dispatch. So it's not a mechanic that's gonna  
23 go and say to the Ogden guy, "Well, just put this in here, that  
24 in there." He has to get -- the crew has got to accept it.  
25 He's gotta -- and he has to get ahold of dispatch to change it.

1 So it's not that you could just put fuel where you feel like.

2 MR. WIEMEYER: Okay. That's what I wanted to  
3 establish. Thank you very much.

4 I don't have any other questions. Anybody else?

5 MS. LIEBER: One other question.

6 MR. WIEMEYER: Certainly.

7 MS. LIEBER: If an aircraft is -- there's a delay --  
8 okay? -- does the company impose any type of disciplinary  
9 sanction on any of -- let's say it's maintenance. Does the  
10 company impose any disciplinary sanction on the particular  
11 employee or are they given like a letter of censure because the  
12 aircraft --

13 MR. SCIMECA: Not on a maintenance delay. We have --  
14 and I'll say it -- we have what they call a "Code 46," and  
15 maintenance would only get a letter if the airplane was ready  
16 to go and the guy forgot about it, was sitting inside having a  
17 cup of coffee, and the super said, "Hey, you know that airplane  
18 is ready to go. It's eight o'clock," and it left at 10 after 8  
19 because the guy was sitting inside having coffee. Yes, he  
20 would be reprimanded.

21 A maintenance problem? No -- come in and say, "I  
22 have a tire change. I need an hour to change the tire," we  
23 take the hour. There is no reprimand for a maintenance delay.  
24 A guy not being at his job, yes, but not maintenance.

25 MS. LIEBER: Okay.

1                   MR. WIEMEYER: Tony, thank you very much. Appreciate  
2 your input.

3                   (Whereupon, the interview was concluded.)

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CERTIFICATE

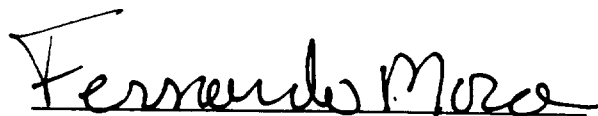
This is to certify that the attached proceedings before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TWA FLIGHT 800, INTERVIEW OF ANTHONY  
SCIMECA

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

ANTHONY SCIMECA

PG 10 LINE 23

PG 10 LINE 24

PG 18 LINE 20 NAV

PG 19 LINE 2 NAV

PG 19 LINE 8 OXYGEN

PG 26 LINE 3 ALPHA

PG 31 LINE 14 GROUND

PG 22 LINE 8 AUX

Anthony Scimeca do not understand the  
statement of LAYER

Anthony Scimeca