

**DOCKET NO. SA-516**

**APPENDIX AA**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC**

**INTERVIEW SUMMARY  
AW2 RUSSELL BALMER, AW3 DUANE OAKS, AW1 SHAWN BETAS,  
AW1 PHILLIP DUNN, LT. JOHN BROWN, AT1 JEFFERY HAYES,  
LT. TED SHEWMAN, AND AT3 MICHAEL AIKENS  
MARCH 24, 1997  
(9 pages)**

# NATIONAL TRANSPORTATION SAFETY BOARD

## Interview Summary

On March 24, 1997, the Navy P-3 crew was re interviewed individually, by the NTSB. Present for the interviews was Norm Wiemeyer, NTSB, and Rich Karnowitz, FBI. The interviews were held at Brunswick Naval Air Station, Brunswick, Maine.

The persons interviewed were:

Russell Balmer  
Duane Oaks  
Shawn Betas  
Philip Dunn  
John Browne  
Jeffery Hayes  
Ted Schewman  
Michael Aikens

No information was gained as a result of the re interviews to change the individual recollections given during the first set of interviews. The following persons had been transferred in normal tour rotation and were not available for interview.

Ray Ott  
Richard Van Deorstyne  
Bradley Baca  
Manuel Yarberry

The new information which did come from this visit to Naval Air station Brunswick is a copy of the Air Wing flight operations for July 17, 1996, a copy of the squadron flight schedule for July 17, 1996, maintenance activity on the transponder which failed, on the witness aircraft, following departure, and SONOBOUYS carried and deployed during the P-3 training mission.

According to both squadron and air wing records, the aircraft carried three types of sonobuoys AQS 36, AQS 57B, AQS 53, and AQS 62. These systems, and the other systems on all of the P-3 aircraft at NAS Brunswick are specifically designed to find, localize, and track submarines.

During the course of the training mission flown on July 17, which passed over the scene of the TWA flight 800 loss while enroute to the practice area, the P-3 dropped 52 sonobuoys all of which were dropped a minimum of 200 miles south of the site of the loss, in the practice area, while working with the submarine.

During the visit to NAS Brunswick, it was determined that the Navy P-3 aircraft in use at this air station have no air-to-air weapons delivery capability and the aircraft in question carried no weapons or shapes.

In addition the interviews provided information that when the transponder failed after takeoff a electronic repair technician, who is normal crew compliment, went through the in flight repair procedures on the transponder but could not restore it to operation. Following the flight, the unit was exchanged for a replacement through the normal Navy supply network.

8 Nov 96

MEMORANDUM

From: Operations Officer, Patrol Squadron TWENTY SIX  
To: Operations Officer, Commander Patrol Wing FIVE

Subj: VP-26 OPERATIONS 16-18 JULY 1996

1. VP-26 flew the following flights as indicated (all times local Brunswick, ME):

AIRCRAFT	TAKEOFF	LAND	LOCATION	EVENT
16 JULY				
158224	160455	160900	KNHZ-	AIRWAYS TO PENSACOLA
	161015	161400	KNPA-KNPA	PILOT TRAINER
	161655	162020	KNPA-KNHZ	AIRWAYS TO BRUNSWICK
161585	161030	161115	KNHZ-KNHZ	FUNCTIONAL CHECKFLIGHT
158933 (CDU)	161345	161725	KNHZ-KNHZ	CDU CREW TRAINER
161585	161725	161940	KNHZ-KNHZ	PILOT TRAINER
17 JULY				
157321	171030	171305	KNHZ-KNHZ	PILOT TRAINER
	171400	171605	KNHZ-KNHZ	PILOT TRAINER
159319	171930	180210	KNHZ-KNHZ	BT CERT
18 JULY				
157321	180802	181205	KNHZ-KNHZ	PILOT TRAINER
158933 (CDU)	180845	181205	KNHZ-KNHZ	CDU CREW TRAINER
158564	180940	181450	KNHZ-KNHZ	TOOEX

2. These are all the flights VP-26 flew, verified against the flight schedule, master flight hour log and NALCOMIS/NAVFLIRS records. CPWL Ops requested a specific accounting of PCDU/CDU aircraft to ensure they did not fall through the crack. We have reported flights for 933 (the one PCDU in our custody at the time) and VP-10 Ops has indicated he will include 311 and 312 (the PCDU/CDU assets they held) in his report. This will account for all CDU aircraft in operation at the time.

J. W. GILLESPIE

2

Mar-17-97 21:07

3-17-97 P.

TO: AWES HOLLANDER

FROM: AWES WILSON

SUB: FLIGHTS ON 17 JULY 1996 (VP-8)

EVENT

17-01

LT COSTELLO	TYPE FLIGHT - Always/DFU
AT WADE	(TRANSFER CPW'S AW TO NGU)
LTJG BONDREAU	A/C BUONO - 161 010
AMS1 STEACER/LINI	AREA OF FLIGHT - AIRWAYS KNIFE-
AMS2 WITWITZ	TOFF : 0530 / 0830
AW1 PATRICK	LNO - 0735 / 1135
AT3 PRSTIGER	MRS - S.2
+	WEAPONS/STORES - NONE

17-02

LT HEWITT	TYPE FLIGHT - FCF
LTJG HUNOLD	A/C BUONO - 159 506
AWES ATTATA	AREA OF FLIGHT - LOCAL BOUNDS
AT1 HENRICKSON	TOFF - 0925
AT1 BAILE	LNO - 1000
	MRS - .6
	WEAPONS/STORES - NONE

17-03

LT CAMPBELL	TYPE FLIGHT - BOMBEX/PT
LT OCONNELL	A/C BUONO - 159 894
AT HENSON	AREA OF FLIGHT - (4104 AREA)
ATJG CLARK	
LT JEWELING	TOFF - 0915 / 12
LT LUGG	LNO - 1150 / 15
LTJG WESTERN	MRS - S.2
AMS HENNINGES	WEAPONS/STORES - (4) MK 82
AW1 HINEBAUGH	
AMS LENOVE	
AT1 IRAN	

EVENT

17-05

COR FRAGEN  
LT FRABIER  
AEC SMITH  
AWZ PICARD  
ATZ FELKER

TYPE FLIGHT - AIRSEA  
A/C BUDD - 158  
AREA OF FLIGHT - LOCAL  
TOFF - 1150  
LND - 1355  
HRS - 2.1  
WEAPONS/STOPS - NONE

17-06

LT THORSEN  
LT BERCEY  
BT STUHLFIRE  
LT FOULIN  
LTSG BOERS  
AWI BENNETT  
AWZ HOLCOMBE  
AWZ CARLTON  
ATZ FRANK  
AEI MARTIN  
AW3 SCADG  
AWI WIKUL (AW-5)

TYPE FLIGHT - TOO E7  
A/C BUDD - 15733C  
AREA OF FLT - SEE GEOM,  
TOFF - 1400  
LND - 1905  
HRS - 5.1  
WEAPONS/STOPS - SSQ-36,  
SSQ-57, SSQ-62.

\* \*

WITH THE EXCEPTION OF EVENT 17-01,  
ALL FLIGHTS ORIGINATED AND  
ENDED IN BRUNSWICK WITH NO  
INTERMEDIATE STOPS.

\* \*

ALL TIMES LOCAL (BRUNSWICK)

03/17/97 14:33 PATROL SQUADRON TWENTYSIX → 2854 NO. 854  
 A/c BUNO: 157321 2.7 HRS EVENT: ATOZ

T/O: 1030 LOCAL  
 LND: 1605 LOCAL  
 CONDOR AREA

OPTIONAL FORM NO. 10-89  
 FAX TRANSMITTAL (10 pages) 1

TO	FROM
AMCS HOLDMAN	AW1 ERDMANN
ORCON	X 2126
Page 1	X 2854
	X 1161

FORM 100-81-317-700 800-101 GENERAL SERVICES ADMINISTRATION

PPC LT PHILLIPS  
 2P LTJB DACHOS  
 TAGCO LT GALIT  
 NAV LTJB WESLEY

~~FE~~ AMS 2 WHITE  
 SS-1 AW' B. WAKSH  
 SS-2 AWC BLANKENSHI  
 SS-3 AW2 EDWARDS  
 SS-3 AW3 WADDLES

\* NO BUOYS  
 \* NO WEAPONS

17 JULY 96

A BUNO 159319  
 T/O: 1930 LOCAL  
 LND: 0210 LOCAL

6.7 HRS EVENT: BT/ASU

NEW YORK IBEX AREA

PPC LT OTT  
 2P LT VANDEROSTYNE  
 3P LT SCHUMAN  
 TAGCO LT OAKES  
 NAV LTJB REA

FE AEC YARBERRY  
 FE AE1 BACA  
 SS-1 AW1 DUNN  
 SS-2 AW3 BETONE  
 SS-3 AW2 BALMER  
 IFT AT1 HAYES  
 TFO AT3 AKINS

\* 84 BUOYS

LOCAL USE / REFERENCE	NAME	ACCUMULATED WORK HOURS			ACCUMULATED MAN HOURS					
		TOOL BOX	DATE	MAN HRS	ELAPSED	M/T	DATE	TIME	REASON	HOURS
XPNDR IFF, 4-8, FIG 12, ID 21 P	RUMPAL	NTRDD	96156	1.8	0.8					
	WINDL	NTRTLF	96157	2.0	1.0					

(H-Z) FAILED/REQUIRED MATERIAL

77 INDEX	88 F/P	89 AMP	10 A/T	11 MAL	14 MFR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE CRD	49 RES NO	53 DATE REC
						24384 RT-859A/APX-72		1	AK7	02	96157	0522	96157

FOLD

A22 WORK UNIT CODE	A29 ACTION	A32 ORG	A34 TRANS	A35 MAIL/L	A36 ACT TA	A36 MAL CD	A39 ITMS/P	A41 MAN HOURS	A45 ELAPSED	M/T	TECHNICAL OBJECTIVE INFORMATION							
F08 INTERIM CODE	F09 BASIC NO	F11 RU	F15 AM	F16 PART	F17 KIT	F19												
6834100	ASS	23	1	R	255	01	01	3.6	1.8									

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAF/EI	A69 SEX	METER	SE MFR	A74 INVENTORY	F28 PERM UNIT CODE
AP8D	159319	K	D								

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
B08 DATE	B12 TIME	B16 EOC		E08 MFR	E13 SERIAL NUMBER	G08 MFR	G13 SERIAL NUMBER				
RECEIVED 96156	2245	L		24384	DCN11347	24384	DCN11432				
IN WORK 96156	2246	L		E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER					
COMPLETED 96157	1400			RT-859A/APX-72	96156	RT-859A/APX-72					
				E42 TIME/CYC	E47 TIME/CYC	E52 TIME/CYC	G38 TIME/CYCS				
				ASX31		ASX31					

AWAITING MAINTENANCE  
B38 B39 HRS B43 B44 HRS B48 B49 HRS

JOB STATUS	DATE	TIME	EOC
853 S	96156	2331	L
865 M	96157	1500	L
878	889	013	C17
889	821	025	C29
892	833	037	C41
894	845	049	C53
896	857	061	C65
898	889	013	017

DISCREPANCY  
IFF WILL NOT LOOP TEST.

CORRECTIVE ACTION  
R&R IFF TRANSPONDER WITH GEAR FROM SUPPLY. CHECKS GOOD INW CSM.

CORRECTED BY AT3 WINDL	INSPECTED BY AT2 BOBBINS	SUPERVISOR AT2 FORD	MAINT CONTROL AE1 SPADACCINO
---------------------------	-----------------------------	------------------------	---------------------------------

6

CF\_REQ GA\_REQ

LOCAL USE / REFERENCE

4-8 FIG 12 IND.21 PADGE

NAME	ACCUMULATED WORK HOURS				ACCUMULATED PAWM HOURS		
	TOOL BOX	DATE	MAN HRS	ELAPSED M/T	DATE	TIME REASON	HOURS
JAROSZ	8-0000	96205	1.8	0.8			
MINET+	1-7000	96205	0.4	0.2			

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE CRD	49 REQ NO	53 DATE REC
						80058 RT859A/APX-72		1	AK7	02	96205	0508	96205

FCOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAN/L	A35 ACT TA	A36 MAL CD	A39 ITMS/P	A41 MAN HOURS	A45 ELAPSED M/T	TECHNICAL DEFECTIVE INFORMATION						
65340	ASS	23	1	R	255	01	2.0	1.0	F08 INTERIM CODE	F09 F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT	

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAF/EI	A69 SER METER	SE MFGR	A74	INVENTORY		F28
APBD	159319	D	B							F21 F22	PERM UNIT CODE	

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
B38 RECEIVED	B39 DATE	B43 TIME	B44 EUC	E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER	B38	B39	B43	B44
	96205	1341	L	24384	2583	80058	BPA7560				
	96205	1342	L	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER					
	96205	1530		4023400-0503	96205	RT859A/APX-72					
				E42 TIME/CYC	E47 TIME/CYC	E52 TIME/CYC	G38 TIME/CYCS	G43 TIME/CYCS	G48 TIME/CYCS		
				A5878			A3909				

AWAITING MAINTENANCE  
B38 B39 HRS B43 B44 HRS B48 B49 HRS

MAINTENANCE/SUPPLY RECORD				
JOB STATUS	DATE	TIME	EUC	
B53 S	96205	1350	L	
B65 M	96205	1440	L	
C08	C09	C13	C17	
C20	C21	C25	C29	
C32	C33	C37	C41	
44	C45	C49	C53	
C56	C57	C61	C65	
D08	D09	D13	D17	

DISCREPANCY

IFF TRANSPONDER BAD, NO MODE C

CORRECTIVE ACTION

REPAIRED TRANSPONDER WITH RFDI GEAR FROM SUPPLY. CHECKS GOOD WITH IFF TEST SET AND IN FLIGHT.

PILOT/INITIATOR  
ATC MINET

7

CORRECTED BY  
ATTI JAROSZ

INSPECTED BY  
ATTI DOBBINS

SUPERVISOR  
ATTI DOBBINS

MAINT CONTROL  
ADC CILLEY

JOB CONTROL NUMBER  
A28 ORG A11 DAY A14 SER A17 SJF  
ASS 205 144

A19 WK CTR  
214

MODEX  
019

PRI

TURN-IN DOCUMENT

SYSTEM REASON  
IFF TRANSPONDER

MCN  
ASS079SG

CF\_REQ QA\_REQ



MWF OPNV 4798/68 (REV.5/88)

LOCAL USE / REFERENCE

NAME	ACCUMULATED WORK HOURS				ACCUMULATED AWAY HOURS			
	TOOL BOX	DATE	MAN HRS	ELAPSED M/T	DATE	TIME	REASON	HOURS
LEHMAN	1-20LF	76159	3.0	1.5				

(M-Z) FAILED/REQUIRED MATERIAL

79	88	89	13	11	14	19	34	41	43	45	49	53	
INDEX	F/P	AMP	A/T	MAL	NFGR	PART NUMBER	REF SYMBOL	QTY	PROJ	PRI	DATE CRD	REQ NO	DATE REC

FOLD

422	A29	A32	A34	A35	A36	A39	A41	A45	TECHNICAL DIRECTIVE INFORMATIO						
WORK UNIT CODE	ACTION ORG	TRANS	MAN/L	ACT TA	MAL CD	ITMS/P	MAN HOURS	ELAPSED M/T	F08	F29	F11	F15	F16	F17	F19
6534100	AS5	11	1	C	100	01	3.0	1.5							

A48	A52	A58	A59	A60	A62	A65	A69	SE MFGR	A74	INVENTORY		F28
TYPE EQUIP	BU/SER NUMBER	DISCD	T/Y	POSIT	FID	SAF/ET	SEN METER			F21	F22	PERM UNIT CODE
APRD	159319	D	B									

REPAIR CYCLE				REMOVED/OLD ITEM			INSTALLED/NEW ITEM					
RECEIVED	DATE	B12	TIME	EOC	E08	NFGR	E13	SERIAL NUMBER	G08	NFGR	G13	SERIAL NUMBER
828	96158	1039		L	E23	PART NUMBER	E38	DATE REMOVED	G23	PART NUMBER		
819	96159	0300		L	E42	TIME/CYC	E47	TIME/CYC	E52	TIME/CYC	G38	TIME/CYCS
830	96159	0430									G43	TIME/CYCS
834											G48	TIME/CYCS

AWAITING MAINTENANCE

B38	B39	HRS	B43	B44	HRS	B48	B49	HRS
3		16.4						

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
853	854	858	862
865	866	871	874
888	889	893	897
828	821	825	829
832	833	837	841
844	845	849	853
856	857	861	865
888	889	893	897

DISCREPANCY

IFF TRANSPONDER INOP ALL OF FLIGHT. MODES 3 AND 4 REPORTED INOP.

CORRECTIVE ACTION

REPEATED IFF TRANSPONDER. SYSTEM CHECKS 4.0 IAW CSM 12-1.

PILOT/INITIATOR  
LT PHILLIPS

CORRECTED BY  
AT3 LEHMAN

INSPECTED BY  
AT3 HILFAL

SUPERVISOR  
AT3 HILFAL

MAINT CONTROL  
AZC KLEINKAUF

8

OPNAV 4790/60 (REV.5/88)

LOCAL USE / REFERENCE

NAME	ACCUMULATED WORK HOURS				ACCUMULATED AWM HOURS			
	TOOL BOX	DATE	MAN HRS	ELAPSED M/T	DATE	TIME	REASON	HOURS
JOHNSE	1-7VDD	96200	1.0	1.0				
MINET	8-2VDD	96205	1.0	1.0				

(H-Z) FAILED/REQUIRED MATERIAL

79	88	89	10	11	14	19	34	41	43	45	49	53	
INDEX	F/P	AMP	A/T	MAL	MFR	PART NUMBER	REF SYMBOL	QTY	PROJ	PRI	DATE ORD	RES NO	DATE REC

A22	A29	A32	A34	A35	A36	A39	A41	A45	TECHNICAL DIRECTIVE INFORMATION						
WORK UNIT CODE	ACTION ORG	TRANS	MAN/L	ACT TA	MAL CD	ITMS/P	MAN HOURS	ELAPSED M/T	F08	F09	F11	F15	F16	F17	F19
6534100	ASS	11	1	A	799	01	2.0	2.0	INTERIM CODE	BASIC NO	RV	AM	PART	KIT	

A48	A52	A58	A59	A60	A62	A65	A69	SE MFR	A74	INVENTORY		F28
TYPE EQUIP	BU/SER NUMBER	DISC	T/N	POSIT	FD	SAF/EI	SEN	METER	F21	F22	PERM UNIT CODE	
APBD	159319	D	B									

FOLD

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
RECEIVED	DATE	TIME	EOC	E08 MFR	E13 SERIAL NUMBER	G08 MFR	G13 SERIAL NUMBER				
IN WORK	96200	0313	B16	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER					
COMPLETED	96205	0700	B27	E42 TIME/CYC	E47 TIME/CYC	E52 TIME/CYC	G38 TIME/CYCS				
		1115	B34				G43 TIME/CYCS				
							G48 TIME/CYCS				

AWAITING MAINTENANCE			
B38	B39 HRS	B43	B44 HRS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D09	D09	D13	D17

DISCREPANCY  
MODE C INOP ENTIRE FLIGHT. MULTIPLE ATC'S.

CORRECTIVE ACTION  
COULD NOT DUPLICATE ON THE DECK. SYS CHECKED 4.0 WITH ON GROUND TEST SET REFER TO IFE

S/N 160

PILOT/INITIATOR  
LT OYT

9

CORRECTED BY A63 MINET	INSPECTED BY AT1 MORRIS	SUPERVISOR AT1 MORRIS	MAINT CONTROL AMSC WESS
---------------------------	----------------------------	--------------------------	----------------------------

CF\_REQ QA\_REQ

JOB CONTROL NUMBER	A12 WK CTR	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN
A08 ORG ASS	A11 DAY 200	A14 SER 534	A17 SUF 210	1U	319	TPNDR