



**National Transportation  
Safety Board**

## **Memorandum**

---

**DATE** : October 14, 1997

**TO** : Tom Haueter

**FROM** : Tom Jacky, Aerospace Engineer *trj*

**SUBJECT** : Boeing 737 Search Letters

In response to our conversation regarding the Boeing 737 search for the Wake Vortex Flight Test, I have included the following to this memorandum:

- 1) Samples of the two sets of letters that were sent out, in March and in June of 1995.
- 2) List of leasing companies that I sent letters to.
- 3) A couple of replies that I received, from the companies that actually replied to my letter(s).
- 4) Associated e-mail traffic regarding this subject.

If you need additional information placed into the docket, please let me know.

Attachments

**ATTACHMENT 1**



# **National Transportation Safety Board**

Washington, D.C. 20594

March 9, 1995

**Mr. Bruce Carusi  
Babcock & Brown Inc.  
599 Lexington Avenue  
New York, New York 10022**

**Dear Mr. Carusi:**

I am representing the National Transportation Safety Board (NTSB) as the Aircraft Performance Group Chairman in the investigation of the accident involving USAir flight 427 at Aliquippa, Pennsylvania, on September 8, 1994. At this point in the investigation, investigators believe that it is probable that flight 427, a Boeing 737-300, passed through the wake vortices of a Delta B-727 about the time that control of the airplane was lost.

As part of the investigation, considerable research has been accomplished on the effects of a B-727 wake vortex on a B-737. Engineers from the NTSB, the Federal Aviation Administration (FAA) and Boeing engineers in modeling such a vortex encounter in Boeing's engineering simulator. The simulations were based upon the best data available; however, there is uncertainty as to the accuracy of the wake vortex models and fidelity of the simulations.

The Safety Board is proposing to conduct a flight test to develop more accurate data on the strength of the vortex from a B-727 and the reaction of a B-737 at the airspeed and encounter angles that were present when flight 427 was upset. The test will be organized by the Aircraft Performance Group with participation of FAA and Boeing engineers.

Through their channels, Boeing has been unable to secure a pre-delivery B-737-300 for the proposed flight tests. Therefore, the Safety Board has been soliciting aircraft leasing agencies to determine the availability of leasing a B-737-300, -400, or -500 within their fleet. The aircraft would have to be available at about mid-April, with a lease duration of about six weeks. Would your organization have such an airplane available?

I look forward to your response to our request.

Sincerely,

A handwritten signature in dark ink, appearing to read "Tom Jacky", is written over a light-colored background.

**Tom Jacky  
Aerospace Engineer**





## National Transportation Safety Board

Washington, D.C. 20594

June 13, 1995

Mr. Bruce Carusi  
Babcock & Brown Inc.  
599 Lexington Avenue  
New York, New York 10022

Dear Mr. Carusi:

I represent the National Transportation Safety Board (NTSB) as the Aircraft Performance Group Chairman in the investigation of the accident involving USAir flight 427 at Aliquippa, Pennsylvania, on September 8, 1994. I made contact with you in March regarding the leasing availability of a Boeing 737-300 for use in a proposed wake vortex flight test. Since that time, the Safety Board has been unable to secure a 737-300 for use in the flight tests.

Since the Safety Board is still searching for a 737-300, I am continuing to solicit aircraft leasing agencies to determine the availability of leasing a B-737-300, -400, or -500 within their fleet. When would such airplane(s) be available for leasing? I am interested in the earliest opportunity - the airplane would have to be available for a lease duration of about six weeks. Would your organization have such an airplane available?

I look forward to your response to our request.

Sincerely,

  
Tom Jacky  
Aerospace Engineer  


**ATTACHMENT 2**

# Leasing Contacts

Ansett Worldwide Worldwide Services	Australia	3/13/95	Yes - \$500,000 + \$300/hour maint.
Citicorp - USA	El Segundo, CA	3/2/95	No
GPA Group (Polaris, GE Capital, GTX)	Shannon, Ireland	3/13/95	No
International Air Leases - USA	Miami, FL	3/7/95	No
International Lease Finance Corp	Los Angeles, CA	3/7/95	No
Orix USA Corp.	New York, NY	3/7/95	No
CIT Group/Capital Equipment	New York, NY	3/10/95	No - not till end of 1995
Babcock & Brown, Inc.	New York, NY	3/10/95	No

3/13/95

Tom H-

FYI



**ATTACHMENT 3**

**INTERNATIONAL LEASE FINANCE CORPORATION**  
1999 Avenue of the Stars, 39th Floor  
Los Angeles, California 90067  
Tel: (310) 788-1999 Fax: (310) 788-1990  
Telex: 69-1400 INTERLEAS BVHL  
MARKETING DEPARTMENT

**FAX TRANSMISSION**

**Date: March 7, 1995**

**To: Mr. Tom Jacky**  
**National Transportation Safety Board**

**Fax:** [REDACTED] [REDACTED]

**From: John L. Plueger**  
**Executive Vice President**  
**Chief Operating Officer**

**PAGE 1 OF 1**

Dear Mr. Jacky,

Thank you for your fax inquiry concerning the lease of a B737-300/400/500.

Much as we wish to help, we unfortunately do not have any of our 737-300/400/500 aircraft available mid-April (or the remainder of 1995). They are all out on lease.

We appreciated your inquiry, and we wish you good luck.

Sincerely,

[REDACTED SIGNATURE]  
**John L. Plueger**  
**Executive Vice President**  
**Chief Operating Officer**

JLP/wz





# **Ansett** **Worldwide**

Ansett Worldwide  
Aviation Services

110-110th Avenue NE  
Suite 410  
Bellevue, WA 98004  
Tel: (206) 453-5613  
Fax: (206) 453-5118

March 9, 1995

STEVEN F. TRAVIS  
Regional Director - Sales  
The Americas

Mr Tom Jacky  
Aerospace Engineer  
National Transportation Safety Board

Dear Mr Jacky,

Reference your FAX of today to our Mr Dean Parker.

We may have a 737-300 available that would fit your time scale requirements however the Aircraft is not N registered. It is presently being operated in Spain and is scheduled to return from lease in early April.

If your requirement is for an N registered Aircraft - which I assume it would be - I doubt that we can support your requirements.

In the event you could utilize a foreign registered Aircraft, the lease rental for a six week period would be \$500,000 with maintenance reserves of \$300.00 per flight hour.

Should you have any questions please do not hesitate to contact me.

Regards,

  
Steve Travis

**ATTACHMENT 4**

## **Jacky Tom**

---

**From:** Haueter Tom  
**To:** Keller Craig; Chairman and Members' Offices; AD1; AS-1; AS-10; AS-20; AS-30; AS-40; AS-50; AS-60; GA-1; MD; PA-1; RE-1; RE-60; SR  
**Subject:** USAIR 427, WAKE VORTEX FLIGHT TEST  
**Date:** Monday, May 22, 1995 2:06PM

As I reported last week the ANA airplane that was scheduled for the test is no longer available. In stroke of luck for us, Air France has decided not to take delivery of 3 B-737-500s. This is bad for Boeing in that it now has 3 737's sitting on the lot.

Boeing will make airplane C/N PT-516 available for the flight test. The airplane is scheduled to come off the production line on May 31, 1995, with its first production flight test on June 5. As the airplane does not have an owner, there is considerable flexibility as to when wake vortex test can be scheduled.

The FAA B727 must go to Europe in August. However, we have located the ex-United B727 that was used in a wake vortex test several years ago. The airplane still has the hardware installed to support a smoke generator system. It is currently being modified to a cargo configuration and will not be available until late July. It may be possible that it would be cheaper to lease the ex-United airplane than modify the FAA 727. As the flight test date may be flexible, we are now working both possibilities.

## **Jacky Tom**

---

**From:** Haueter Tom  
**To:** Akel Jeremy; Brenner Malcolm; Cash James; Clark John; Jacky Tom; Keller Craig; Laynor William; Loeb Bernard; Phillips Greg; Schleede Ron; Leonard Charles; Victoria\_E\_Anderson\_at\_avs  
**Subject:** USAIR 427, WAKE VORTEX FLIGHT TEST  
**Date:** Wednesday, June 07, 1995 12:47PM

I previously reported that the ex-United B727 would not be available for the test and that I am now pushing the FAA to get the engineering and modification planning going to get thier B-727 available for the test.

During todays call-in meeting, Boeing reported that the B-737 scheduled to be used for the tetst had been sold and the new owner wants it ASAP. In short we are back to looking for a B-737 for the test. Boeing believes that another should become available within the next month.

## **Jacky Tom**

---

**From:** Haueter Tom  
**To:** Akel Jeremy; Brenner Malcolm; Cash James; Clark John; Jacky Tom; Keller Craig; Laynor William; Phillips Greg; Schleede Ron; Leonard Charles  
**Subject:** USAIR 427, Flight Test  
**Date:** Tuesday, June 06, 1995 2:37PM

Ryan Airlines has informed me that the ex-United B-727 that we had hoped to use for the flight test will not be available for some time. Apparently, they lost the use of a contractors fleet and are now searching for all the lift capability they can find. The airplane is now booked until at least the Fall.