

NATIONAL TRANSPORTATION SAFETY BOARD

OFFICE OF AVIATION SAFETY
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February 4, 2000

ADDENDUM TO OPERATIONAL FACTORS

GROUP CHAIRMAN'S FACTUAL REPORT

Accident: DCA96MA070

Location: East Moriches, New York

Date: July 17, 1996

Time: 2031 Eastern Daylight Time

Airplane: Boeing 747-131, N93119

On July 17, 1996, at about 2031 EDT, a Boeing 747-131, N93119, crashed in the Atlantic Ocean, about 8 miles south of East Moriches, New York, after taking off from John F. Kennedy International Airport (JFK). The airplane was being operated on an instrument flight rules flight plan under the provisions on Title 14 Code of Federal Regulations (CFR), Part 121, on a regularly scheduled flight to Charles De Gaulle International Airport (CDG), Paris, France, as Trans World Airlines (TWA) flight 800. The airplane was destroyed by explosion, fire and impact forces with the ocean. All 230 aboard were killed.

On July 22, 1996, the Operations Group convened at John F. Kennedy International Airport, Jamaica, NY. The group interviewed TWA flight 881 Flight Engineer Albert Mundo. TWA flight 881 was the flight of the accident aircraft from Athens, Greece to New York prior to TWA flight 800. A summary of that interview appears as Appendix 1 to this addendum.

The Operations Group convened at John F. Kennedy International Airport, Jamaica, NY, from November 18 through November 20, 1996 to conduct interviews. The interviews were recorded by a court reporter. Transcripts were produced from the recordings, and are being placed into the public docket as appendices to this addendum.

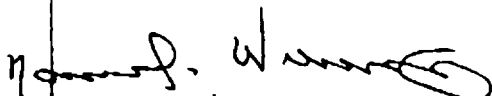
On November 18, 1996, the group interviewed aircraft mechanic Herman E. Carvache (Appendix 2), aircraft mechanic Franklin D. Perez (Appendix 3), avionics technician Clyde Antrobus (Appendix 4), ground handler Robert Sebastian (Appendix 5), and aircraft mechanic Everett Henry (Appendix 6).

On November 19, 1996, the group interviewed lead system technician Joseph M. Sediva (Appendix 7), aircraft mechanic crew chief Anthony Scimeca (Appendix 8), fueling supervisor Suresh Deodat (Appendix 9), cargo loader John M. Jeanmarie (Appendix 10), fueler Duane Andre Thomas (Appendix 11), and fueling supervisor Richard Ortiz (Appendix 12). The group also interviewed aviation employee Frank Michael Soodeen (Appendix 13) who reported observing an aircraft parked at the airport on the afternoon of the crash.

On November 20, 1996, the group interviewed 747 flight engineer James Thomas Stanes (Appendix 14), ground handler Eusebio Montanez (Appendix 15), fueling supervisor Wayne Rathen (Appendix 16), and manager of fuel maintenance training Karl Bleck (Appendix 17).

On July 22, 1997, the Operations Group convened at John F. Kennedy International Airport, Jamaica, NY to interview the crew of TWA flight 881. The flight deck crew was Captain Wallace Moran, First Officer Bill Broule, and Flight Engineer Albert Mundo. The flight attendants were Patricia Marker, Dieter Ruff, Steven Kornman, Manfred Brusseler, Sheila MacArthur, Rosalie Jacob, Elaine Coleman, Trudy Lizewski, Gabrielle Sullivan, and Eden Horn Sargeant. The group interview summary is Appendix 18.

The Operational Factors Group Chairman's Factual Report (Exhibit 2A) contains a section on weather information. Weather data was also reported in the Meteorological Factual Report (Exhibit 5A). The Meteorological Factual Report is the official source for meteorological information concerning this accident. If any discrepancies exist between the meteorological information presented in Exhibit 2A and Exhibit 5A, readers should rely on the weather data presented in Exhibit 5A.


Norman F. Wiemeyer
Operations Group Chairman