

DOCKET NO. SA-516

APPENDIX 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC

INTERVIEW TRANSCRIPT
HERMAN E. CARVACHE
NOVEMBER 18, 1996
(16 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 HERMAN CARVACHE :
- - - - - 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.

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APPEARANCES:
TERRY STACEY, TWA
LU LIEBER, FBI
STEPHEN F. KLAPACH, FAA
KEVIN LONGWELL, Boeing Company
DENNIS SANTIAGO, IAM
LOU BURNS, AIRLINE PILOTS ASSOCIATION
MARGARET GIUGLIANO, TWA

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E X H I B I T S

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

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

2 MR. WIEMEYER: My name is Norm Wiemeyer, I'm with the
3 National Transportation Safety Board, and I'll be initiating
4 the interview, and then we'll go around to each member of my
5 group, and allow them to ask questions.

6 Before we get started with the formal questioning --
7 or actually, the whole thing is informal.

8 Would you state your name and spell both your first
9 and last name for the court reporter?

10 MR. CARVACHE: Yes, my first name is Herman,
11 H-e-r-m-a-n, middle initial is E, last name is Carvache,
12 C-a-r-v-a-c-h-e.

13 MR. WIEMEYER: And what is a local contact for you,
14 assuming to get in touch with you in the future?

15 MR. CARVACHE: My home phone and address.

16 MR. WIEMEYER: Yeah, that's fine.

17 MR. CARVACHE: Home address is 16 Winnie Lane,
18 Brentwood, New York 11717. And the home phone is area code
19 516-277-1528.

20 MR. WIEMEYER: And you're an employee of TWA, is that
21 correct?

22 MR. CARVACHE: Yes, sir.

23 MR. WIEMEYER: How long have you been with the
24 company?

25 MR. CARVACHE: Twenty-six years.

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1 MR. WIEMEYER: And what is your position?
2 MR. CARVACHE: Aircraft mechanic.
3 MR. WIEMEYER: Were you working on Flight 800?
4 MR. CARVACHE: Yes, sir.
5 MR. WIEMEYER: -- the night of July 17th?
6 MR. CARVACHE: Yes sir.
7 MR. WIEMEYER: Okay. What was your function with
8 regards to that?
9 MR. CARVACHE: I was a mechanic in conjunction with a
10 partner to work a MEL item and number three engine.
11 The item was a placarded reverser.
12 MR. WIEMEYER: Okay. Did you serve any other -- do
13 any other jobs in connection with that aircraft?
14 MR. CARVACHE: Yes, I dispatched the aircraft for
15 flight.
16 MR. WIEMEYER: Are you a licensed dispatcher?
17 MR. CARVACHE: I'm a -- dispatch, I meant underground
18 dispatch.
19 MR. WIEMEYER: Oh, okay, understand.
20 Did you, during the time that you were around the
21 aircraft, become aware of any problems with regards to fuel --
22 fueling of the aircraft?
23 MR. CARVACHE: No, I did not.
24 MR. WIEMEYER: Did you become aware of anybody
25 bringing anyone's attention of possible fuel leak?

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1 MR. CARVACHE: No.

2 MR. WIEMEYER: Did you have any conversation with any
3 of the flight crew members?

4 MR. CARVACHE: I would say yes.

5 MR. WIEMEYER: Would you relate that to us, please?

6 MR. CARVACHE: The flight -- one of the flight
7 engineers did his routine, visual walk-around inspection on the
8 aircraft while we were working on number three engine. And he
9 asked us what we were doing, and we told him.

10 That's one instance. And on the final dispatch of
11 the aircraft, I was on the headset, and, as routine, I spoke to
12 the captain, or whoever was on the radio, during the push-back
13 sequence.

14 MR. WIEMEYER: Did you discuss with that crew member
15 any potential problems or -- or problems that he had noted with
16 the airplane?

17 MR. CARVACHE: No, I did not.

18 MR. WIEMEYER: You don't remember who that flight --
19 can you describe the flight engineer, if you don't remember his
20 name?

21 MR. CARVACHE: I don't know his name. I never knew
22 his name. I knew he had glasses on.

23 And he also walked with a -- another flight engineer,
24 also doing the same job as a routine inspection, or -- or what
25 we call a pre-flight inspection.

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1 MR. WIEMEYER: How old was the flight engineer that
2 you talked to?

3 MR. CARVACHE: Very young.

4 MR. WIEMEYER: He was very young?

5 MR. CARVACHE: Oh, no, the one I spoke to was a much
6 older man.

7 MR. WIEMEYER: Okay.

8 MR. CARVACHE: He was with a younger individual.

9 MR. WIEMEYER: Okay, fine. I don't have any further
10 questions. If -- if -- we'll go around the group, starting
11 with -- with Terry. Be sure and identify yourself for the
12 purpose of the record.

13 MR. STACEY: Yes, I'm Terry Stacey, 747 captain here
14 in New York. You've probably dispatched me a few times.

15 MR. CARVACHE: I'm sure I have.

16 MR. STACEY: What are -- what are -- what are some --
17 describe some of your duties in dispatching the airplane.

18 MR. CARVACHE: Well, we -- before we dispatch the
19 aircraft at the scheduled departure time, one of the functions
20 we do is a visual walk-around inspection, similar to what the
21 flight crew does also.

22 At that point, we look for any obvious discrepancies
23 and loose access plates, or any damage that might occur during
24 the normal ground handling of the aircraft.

25 We hook up the ground equipment tractor towbar, we

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1 advise the flight crew, through the means of the headset, when
2 the area is clear, and we hydraulics. We do that, because when
3 you do that, sometimes flight controls and the landing gear
4 doors will move, and we do that in the interests of safety.

5 When the aircraft is ready to be dispatched, and the
6 jetways removed, and the cockpit crew has a clearance, then we
7 again clear him to release the brake -- brakes, and we push the
8 aircraft up to the start-up area.

9 One man is driving, and the other gentleman is on the
10 headset, and we make sure that there's no obstructions in the
11 way of the aircraft while we push it.

12 When we get to the designated start-up area, we clear
13 him to start his engines, and make sure there's nothing around
14 the area; make sure no equipment, ground equipment, is in the
15 area of the engine blast.

16 We do that, and then he tells us when he's ready
17 upstairs, and he gives us the signal to -- to disconnect the
18 equipment, or release the patch cord (ph.), and he tells us
19 that he will take hand signals at this point, which we do, and
20 we dispatch it.

21 At that point, he taxis the aircraft on his own.

22 MR. STACEY: Okay, and so you, personally, perform
23 the pre-flight inspection, or walk-around?

24 MR. CARVACHE: The final pre-flight inspection.

25 MR. STACEY: The final one, okay --

1 MR. CARVACHE: Yes.

2 MR. STACEY: -- and everything. And that appeared
3 routine, or normal?

4 MR. CARVACHE: That's correct.

5 MR. STACEY: Was the airplane ever off the gate while
6 you were -- to run an engine for the reverser or anything like
7 that?

8 MR. CARVACHE: No, it was not. It stayed on Gate 29
9 all the time.

10 MR. STACEY: Okay. Okay, very good, thanks. That's
11 all from me.

12 MR. CARVACHE: You're welcome.

13 MS. LIEBER: I'm Lu Lieber with the FBI, and I don't
14 have any questions.

15 MR. KLAPACH: Steve Klapach, the FAA.

16 MR. CARVACHE: Yes, sir?

17 MR. KLAPACH: When you say you dispatched the
18 aircraft, is that the air worthiness release? Who signs the
19 air worthiness and release on the bottom?

20 MR. CARVACHE: It can be any number of individuals.
21 It can be the man on the patch cord; it can be another
22 individual doing another type of check.

23 In this case, the air worthiness release for Flight
24 800 was signed by another individual.

25 MR. KLAPACH: Was --

1 MR. CARVACHE: No, it was another mechanic assigned
2 another function on that flight.

3 MR. KLAPACH: Okay.

4 MR. LONGWELL: I'm Kevin Longwell, I'm with the
5 Boeing Company. I'd like to go back to the fueling a little
6 bit and a little clarification.

7 Can you recall the sequence of events, as far as
8 where fueling of the aircraft -- when you were working on the
9 thrust reverser problem? Were they actually fueling, or did it
10 occur after you worked on it?

11 MR. CARVACHE: Well, fueling was being done while we
12 were working on the reverser, yes.

13 MR. LONGWELL: Okay. Do you recall if the fueling
14 process was stopped at any time and then re-started again?

15 MR. CARVACHE: I do not recall.

16 MR. LONGWELL: If you were relieved of station at any
17 point in the process and return?

18 MR. CARVACHE: Not to my knowledge.

19 MR. LONGWELL: Thank you. That's all.

20 MR. CARVACHE: You're welcome.

21 MR. SANTIAGO: Okay. Dennis Santiago, with the
22 International Association of Machinists.

23 MR. CARVACHE: Yes, sir?

24 MR. SANTIAGO: I just have a couple of quick
25 questions for you, Herman.

1 As for that night, if you recall, when you started
2 working on the thrust reverser, was the cargo doors open or
3 closed?

4 MR. CARVACHE: I do not recall.

5 MR. SANTIAGO: You don't recall.

6 MR. CARVACHE: No, sir.

7 MR. SANTIAGO: Were you there right in the beginning,
8 when the aircraft came in? You started working this MEL item?

9 MR. CARVACHE: Yes, sir.

10 MR. SANTIAGO: Okay. And you were on the right side
11 of the aircraft, correct?

12 MR. CARVACHE: That's correct.

13 MR. SANTIAGO: And at any time did you have to go to
14 the left side of the aircraft, like go up the jetway or
15 anything like that?

16 MR. CARVACHE: Only upon arrival.

17 MR. SANTIAGO: Only upon arrival.

18 MR. CARVACHE: I went on the jetway to go to the
19 cockpit, yes.

20 MR. SANTIAGO: Okay. And at that time, on the left
21 side, did you notice any leaks or anything?

22 MR. CARVACHE: No.

23 MR. SANTIAGO: No?

24 MR. CARVACHE: We -- I was not doing any visual
25 inspection.

1 MR. SANTIAGO: You weren't doing the visual
2 inspection?

3 MR. CARVACHE: Not at that point.

4 MR. SANTIAGO: Okay. But you did go to the cockpit,
5 correct?

6 MR. CARVACHE: Yes, sir.

7 MR. SANTIAGO: Did you guys operate the thrust
8 reversers?

9 MR. CARVACHE: No. The reason I went to the cockpit
10 was to get the aircraft logbook to verify that it was, in fact,
11 number three engine that needed the reverser corrections.

12 MR. SANTIAGO: Okay. Did you notice how many trucks,
13 Allied trucks, were hooked up? Was it one or two?

14 MR. CARVACHE: I remember seeing one.

15 MR. SANTIAGO: On which side, left side or right
16 side?

17 MR. CARVACHE: I don't remember exactly. But I would
18 have to say it's the left side, because normal fueling is done
19 from the left-hand side.

20 MR. SANTIAGO: Right, okay. And when you dispatched
21 the aircraft -- how many people dispatched the aircraft?

22 MR. CARVACHE: Two, it would just two.

23 MR. SANTIAGO: Okay, and you did the final walk-
24 around?

25 MR. CARVACHE: Yes, sir.

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1 MR. SANTIAGO: Usually, your final walk-around
2 entails -- just for clarification for everybody -- you walk
3 around a whole aircraft from --

4 MR. CARVACHE: That's correct, sir.

5 MR. SANTIAGO: -- starting the nose?

6 MR. CARVACHE: Mm-hmm.

7 MR. SANTIAGO: And you go all the way from wingtip to
8 wingtip?

9 MR. CARVACHE: Yes.

10 MR. SANTIAGO: And right back to the nose, verify
11 that the doors are closed and everything, correct?

12 MR. CARVACHE: That's correct.

13 MR. SANTIAGO: And at that time, you didn't notice
14 any leaks, fuel leaks, or anything?

15 MR. CARVACHE: No, I did not.

16 MR. SANTIAGO: With your conversations with the
17 pilot, did at any time he tell you -- at dispatch time of any
18 overheat condition or anything?

19 MR. CARVACHE: No, he did not.

20 MR. SANTIAGO: Okay, that's all. Thanks a lot,
21 Herman.

22 MR. CARVACHE: You're welcome.

23 MR. BURNS: Hi, I'm Lou Burns. I'm a 747 captain
24 representing the Airline Pilots Association.

25 MR. CARVACHE: Okay.

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1 MR. BURNS: Just one question. It's a follow-up on
2 what Captain Stacey asked.

3 In your statement to the FBI, at some point you
4 mentioned something about your duties as part of a taxi crew
5 during the walk-around. I think you meant push-back, because
6 the airplane was never taxied --

7 MR. CARVACHE: No, it was not; it was pushed back.

8 MR. BURNS: That was just a semantic error. Yeah,
9 okay. Thanks.

10 MR. CARVACHE: You're welcome.

11 MR. STACEY: Just a follow-up question. Were the --
12 what were the lighting and temperature conditions like when --
13 during the time you were working on the airplane and during the
14 dispatch?

15 MR. CARVACHE: Upon arrival, it was sunny and clear,
16 and the aircraft arrived about -- I'm going to guess -- 5
17 o'clock in the afternoon. And we worked, like I said, upon
18 arrival on the engine.

19 By the time the job was completed, it was almost 8
20 o'clock at night. Being summer, it was still light, and by the
21 time we dispatched it to the start-up area it was just starting
22 to get a little darker.

23 MR. STACEY: Was it really humid? Did you feel like
24 you were really hot, or just a normal day? Did it feel cooler,
25 or?

1 MR. CARVACHE: It was a warm day.

2 MR. STACEY: Warm day?

3 MR. CARVACHE: It was a warm day.

4 MR. STACEY: Okay, thank you.

5 MR. WIEMEYER: Is there anything else that you'd like
6 to add?

7 MR. CARVACHE: No, no, there isn't.

8 MR. WIEMEYER: Okay. Herman, thank you very much for
9 your time, and we sure appreciate it.

10 MR. CARVACHE: Thanks a lot, my pleasure.

11 MR. WIEMEYER: And I will get a copy -- or I'll get
12 the original of this transcript for you to look over and verify
13 that everything on it is accurate when we get it back from them
14 --

15 MR. CARVACHE: Thank you very much.

16 MR. WIEMEYER: -- from the transcriber. Okay?

17 MR. CARVACHE: Okay.

18 MR. WIEMEYER: Thanks a lot.

19 MR. CARVACHE: You're welcome.

20 MR. SANTIAGO: Thanks, Herman.

21 (Whereupon, the interview was concluded.)

22

23

24

25

HERMAN CARUCCI

Pg 9 LN 8 27?