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APPENDIX 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC

INTERVIEW TRANSCRIPT
JOSEPH M. SEDIVA
NOVEMBER 19, 1996
(18 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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I N D E X

INTERVIEWEE

PAGE

JOSEPH M. SEDIVA

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E X H I B I T S

IDENTIFIED

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None

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

2 MR. WIEMEYER: Okay. If you would state your first
3 name, middle initial and your last name, and spell your last
4 name, so we'll be sure and get it right.

5 MR. SEDIVA: Joseph M, as in Michael, Sediva,
6 S-E-D-I-V-A.

7 MR. WIEMEYER: And, Joe, what's your address?

8 MR. SEDIVA: In New York, it's 9-21 College Point
9 Boulevard, College Point, New York, but I commute to
10 Pennsylvania every weekend, because my family's in
11 Pennsylvania. I'm a commuter --

12 MR. WIEMEYER: How would it be best to contact you
13 during the week?

14 MR. SEDIVA: I guess here, yes.

15 MR. WIEMEYER: Here. Okay.

16 MR. SEDIVA: Here.

17 MR. WIEMEYER: And what -- what is that Zip Code --

18 MR. SEDIVA: 11356.

19 MR. WIEMEYER: Okay. And -- phone number?

20 MR. SEDIVA: 718-353-1209.

21 MR. WIEMEYER: Okay. And you're employed by TWA, is
22 that correct?

23 MR. SEDIVA: Yes, sir.

24 MR. WIEMEYER: And what is your position at TWA?

25 MR. SEDIVA: I'm an LST, which is a lead system

1 technician, and specialty is engines, aircraft engines. That's
2 my specialty.

3 MR. WIEMEYER: Do you do other work, other -- or
4 besides engines?

5 MR. SEDIVA: I would say no.

6 MR. WIEMEYER: Okay. Where you the night that Flight
7 800, the accident aircraft, departed?

8 MR. SEDIVA: Yes, number 3 engine, we had a problem,
9 number 3 engine.

10 MR. WIEMEYER: Okay.

11 MR. SEDIVA: That's the engine we were --

12 MR. WIEMEYER: Would you describe the problem and --
13 to do with it?

14 MR. SEDIVA: The airplane came in with number 3
15 engine reverser deactivated. Okay? It was inoperative and
16 deactivated. So we had time on the airplane, because it was
17 sitting on the gate for a while, we figured we'd look at it,
18 try and fix it and have a good reverser system.

19 So what happened was we tried to fix it. We changed
20 the unit on it, and the reverser was still inoperative. So we
21 were told lock it back out, re-deactivate it and dispatch it as
22 it was, as it came in, the same way it went out.

23 MR. WIEMEYER: What do you have to do to deactivate a
24 reverser?

25 MR. SEDIVA: Well, there's a motor and there's cables

1 hooked to the motor that winds the reverser, okay? So the
2 deactivator, what you do is you pull the cables out of the
3 motor and then there's four jack screws that drive the reverser
4 back. You put bolts in those four jack screws, so that with
5 the cables out the reverser can't in flight or anytime drift
6 aft and put the engine in reverse -- Yes, and it was placarded.

7 MR. WIEMEYER: Okay. Now, in the cockpit, then, the
8 crew cannot physically move the lever to the reverse thrust --

9 MR. SEDIVA: Exactly, right. There's no way he can
10 pick the handle up to put it in reverse. Once you lock it up,
11 he can't --

12 MR. WIEMEYER: Did you perform any other maintenance
13 activity on the aircraft?

14 MR. SEDIVA: No, that was the only thing we worked --

15 MR. WIEMEYER: Okay. We had talked to a gentleman
16 earlier that was an avionics technician and he changed -- gauge
17 -- a "module," he called it.

18 MR. SEDIVA: I remember that.

19 MR. WIEMEYER: And that would not be something that
20 you normally would coordinate with him for any possible --

21 MR. SEDIVA: Malfunction? It sort of comes into my
22 department, but what that problem was that night, I don't know,
23 because I didn't get involved with that problem. I think it
24 was just an indication problem, like if the tape was no good --
25 Let's say the tape had stuck -- the indicator itself. I'm just

1 guessing now. I think that's why they put the indicator --

2 MR. WIEMEYER: Okay. As --

3 MR. SEDIVA: Now, I'm not sure on that, but I'm just
4 saying it may have been that --

5 MR. WIEMEYER: If you received a write-up -- regards
6 to a fluctuating fuel flow, what would be the things that you
7 as an engine technician would do in that regard?

8 MR. SEDIVA: Just a fuel-flow indicator, an
9 indication? If you have a fluctuating parameter, it's going to
10 -- you know -- be an indicator itself. If you have more than
11 one fluctuating, then you would say it could be an engine
12 problem.

13 MR. WIEMEYER: Okay. Well, let's carry this one step
14 further. If you became aware of a fluctuating fuel flow, what
15 other secondary indications would you look for to confirm that
16 it was, in fact, a fluctuating fuel flow, not just a gauge?

17 MR. SEDIVA: I guess all the indicators would be
18 fluctuating --

19 MR. WIEMEYER: Okay. Would there be any time with
20 EGT or N-1, N-2 -- anything like that?

21 MR. SEDIVA: Yes -- all the indicators.

22 MR. WIEMEYER: Yes. I'm kind of asking for your
23 opinion, I guess, how you would go about trouble shooting --

24 MR. SEDIVA: A fluctuating parameter?

25 MR. WIEMEYER: Yes, when it wasn't the gauge.

1 MR. SEDIVA: Well, I think you would have more than
2 one indicator fluctuating.

3 MR. WIEMEYER: Okay. But to the best of your
4 knowledge in the tasks that you performed on that aircraft, you
5 did not get involved in -- Okay.

6 Did you walk around under the airplane much during
7 the period of time that you were around it?

8 MR. SEDIVA: No -- All I remember is the -- we took a
9 delay on it, because they were waiting for us to finish. I
10 think we took a delay on that, and the engineer came downstairs
11 and he was wondering how we were doing, and we told him what it
12 was -- 15 or 20 -- 20 more minutes I said we'll be done, and he
13 was there until we -- it up and then he went upstairs.

14 MR. WIEMEYER: Okay. Are there any areas around the
15 engines that are allowed to have any amount of fuel drippage
16 after a shutdown?

17 MR. SEDIVA: Yes, we're allowed some, out of drains
18 and stuff. We have limits on that, Maintenance -- limits.

19 MR. WIEMEYER: Where would you expect to see that?
20 Well, where are all those drains?

21 MR. SEDIVA: Let's say the engine's big, right?

22 MR. WIEMEYER: Yes.

23 MR. SEDIVA: You will have a line coming down to a
24 cluster on the bottom of the engine and there'll be maybe --
25 let's say there's eight lines there. If this unit's leaking,

1 let's say, it'll come down the drain line and it'll drip off
2 this cluster.

3 Now, you're allowed limits on this in the Maintenance
4 -- depends what it is. If it's a fuel pump, a fuel control,
5 whatever.

6 MR. WIEMEYER: When is that checked? Is that checked
7 on a walk-around by somebody or --

8 MR. SEDIVA: Yes, usually, when the guy does the
9 walk-around, he checks to make sure nothing's --

10 MR. WIEMEYER: That's the walk-around that's done by
11 the mechanic or by the --

12 MR. SEDIVA: Both.

13 MR. WIEMEYER: Both. Okay.

14 You didn't have anything like that, as far as you are
15 aware, on this aircraft?

16 MR. SEDIVA: No, because they'll usually come and
17 tell you. Then there was nothing on that airplane --

18 MR. WIEMEYER: Okay. I don't have any further
19 questions.

20 Terry.

21 MR. STACEY: Hi. I'm Terry Stacey, a 747 Captain
22 with TWA.

23 About how long did you work on the engine?

24 MR. SEDIVA: I would say an hour, maybe. I'm just
25 guessing -- an hour --

1 MR. STACEY: The plane engineer that came down, was
2 he an older gentleman or young?

3 MR. SEDIVA: The older man. I think there was --
4 wasn't there another engineer with him -- engineer. An older
5 guy.

6 MR. STACEY: So the older guy came down?

7 MR. SEDIVA: Yes.

8 MR. STACEY: Did you have occasion to go in the
9 cockpit? Did you go in the cockpit at all?

10 MR. SEDIVA: Yes, but, boy, I don't remember even
11 what they looked like. In fact, I was up there twice or three
12 times, because we changed the unit and then we had to try the
13 reverser. It didn't work. So we come down. We -- again. We
14 went up and try it again --

15 MR. STACEY: Did you have any conversation with the
16 crew as to any problems or -- any problems?

17 MR. SEDIVA: No, none. None.

18 MR. STACEY: Okay. Thank you.

19 MS. LIEBER: Lu Lieber with the FBI.

20 Do you recall while you were working on that engine
21 how many other people were working with you?

22 MR. SEDIVA: I guess two, two mechanics.

23 MS. LIEBER: Two plus yourself or just --

24 MR. SEDIVA: Two plus myself.

25 MS. LIEBER: At any time, did any of the ramp

1 personnel say that there was a problem with anything and come
2 to you guys?

3 MR. SEDIVA: I don't remember, no. I would say no

4 MS. LIEBER: Do you remember if any of the Ogden
5 fuelers -- to you or the other individuals you were working
6 with, if there was a problem --

7 MR. SEDIVA: No. No, we were pretty well by
8 ourselves. Nobody came -- They was loading the airplane, too,
9 while we were working on the engine.

10 MS. LIEBER: Did you notice the fueling operation of
11 the aircraft?

12 MR. SEDIVA: No.

13 MS. LIEBER: Did you see --

14 MR. SEDIVA: No, I think that was done -- We were on
15 the right-hand side of the airplane. I'm guessing they fuel it
16 on the left-hand side of the airplane --

17 MS. LIEBER: Do you carry a radio while you are
18 working?

19 MR. SEDIVA: No.

20 MS. LIEBER: No. So you don't hear any radio
21 communications --

22 MR. SEDIVA: No, because we have a radio in our
23 truck. I have a portable radio, but we usually leave it in the
24 truck.

25 MS. LIEBER: Did you hear any transmissions at all on

1 the radio while you were working on the engine?

2 MR. SEDIVA: No.

3 MS. LIEBER: Okay. Thank you.

4 MR. KLAPACH: Steve Klapach, the FAA -- you were
5 working on --

6 MR. SEDIVA: Right.

7 MR. KLAPACH: -- was that -- engine?

8 MR. SEDIVA: See, I didn't get involved with that --
9 The electricians were working that, and I was working on the
10 reverser.

11 MR. KLAPACH: The work you performed that night, was
12 that entered into the log book or a 139 form?

13 MR. SEDIVA: It's a placarded item, so we enter it in
14 a log book that it's placarded, and then they put the placard
15 on the cockpit.

16 MR. KLAPACH: That's all I have. Thank you.

17 MR. LONGWELL: Kevin Longwell. I'm from Boeing.

18 Another person we interviewed today said they noticed
19 you working on that engine with what they described as a big
20 bar. Can you tell us what that was?

21 MR. SEDIVA: Yes, we were. I don't know if you know
22 the reverser, but when the cable's pulling to the motor, why --
23 and if they're twisted, we can't get them out of the motor, and
24 so you need a bar, more or less, to pry them out of the motor,
25 and that's not that uncommon when they get jammed in there. It

1 doesn't hurt anything. You just -- you gotta pry them out.

2 MR. LONGWELL: No further questions.

3 MR. SANTIAGO: Dennis Santiago with the IAM.

4 Joe, as far as the over-temp problems --

5 MR. SEDIVA: I didn't know of any over-temp problems.

6 MR. SANTIAGO: Okay. You were specifically --

7 MR. SEDIVA: On that reverser.

8 MR. BURNS: Lou Burns. I'm a 747 Captain
9 representing (APA).

10 As an engine -- a lead specialty technician, engines,
11 do you have any recollection of any other problems with this
12 specific airplane --

13 MR. SEDIVA: I'll tell you, we looked at it after,
14 later -- didn't see any problem with the airplane -- before
15 they locked the machine out. You know, once they locked the
16 computer out, and we happened to get there, and the airplane
17 was -- it was a good airplane.

18 MR. BURNS: But you don't remember anything specific
19 on 119 --

20 MR. SEDIVA: No.

21 MR. BURNS: That's all I have.

22 MR. WIEMEYER: One more question. (Laughter.)

23 Terry, come on -- I'm trying to understand something.

24 How are you tasked for a specific job on an airplane?

25 MR. SEDIVA: I usually -- not all the time, the

1 majority of the time -- review the log book as it comes in, by
2 taking it off the airplane and bring it in the -- and I'm an
3 engine specialist, so I look for my problems on the engine.
4 Okay? If I miss it, a lot of times, they'll come and say,
5 "Hey, got this problem. Got this problem -- "

6 MR. WIEMEYER: Okay. If there's more than one engine
7 problem, would you then task somebody else to handle the other
8 problem -- one of the problems and you'd handle one or how does
9 that work?

10 MR. SEDIVA: Usually -- It all depends. If I'm down
11 there myself, I try and guide him to do that part and try and
12 guide the other guy to do that part.

13 MR. WIEMEYER: And you come under the same -- I'm not
14 sure of the terminology -- crew chief is the other mechanics?

15 MR. SEDIVA: Yes, crew chief is a general mechanic of
16 the -- he has 10 people under him. I am more or less on my own
17 and I float.

18 MR. WIEMEYER: So you don't work for him per se then?

19 MR. SEDIVA: For him? You mean, he's my boss?

20 MR. WIEMEYER: Yes.

21 MR. SEDIVA: No, not really --

22 MR. WIEMEYER: Who tasks you with work assignments,
23 then?

24 MR. SEDIVA: Well, the hanger tells me, "Hey, go down
25 to the terminal." Like I came down there from the hanger -- at

1 four o'clock.

2 MR. WIEMEYER: So you don't work on the line
3 normally?

4 MR. SEDIVA: When you say, "the line" -- Well, let
5 me tell you --

6 MR. WIEMEYER: Okay. Yes, let me back away from this
7 and let somebody that knows the language that you guys use talk
8 about this.

9 MR. SEDIVA: Okay.

10 MALE SPEAKER: Your first assignment is from a person
11 in the hanger, correct?

12 MR. SEDIVA: That's right.

13 MALE SPEAKER: Where are all the LSTs located?

14 MR. SEDIVA: We have an office back at the hanger.

15 MALE SPEAKER: And, normally, some people get
16 assigned to the station?

17 MR. SEDIVA: Yes.

18 MALE SPEAKER: And when you go to the station, you
19 normally report to anybody in particular?

20 MR. SEDIVA: I guess -- No, we just come down and
21 check the books.

22 MALE SPEAKER: Okay.

23 MR. SEDIVA: We have all the books -- for all the
24 airplanes. I'll go through them and see what I come up with.

25 MALE SPEAKER: So you're normally there to provide

1 assistance if a mechanic needs it or a crew chief needs it --

2 MR. SEDIVA: Right.

3 MALE SPEAKER: -- when they have a problem. You are
4 the expert, per se --

5 MR. SEDIVA: Right.

6 MALE SPEAKER: -- in the system.

7 MR. SEDIVA: Right.

8 MALE SPEAKER: So you're only there just like on
9 standby.

10 MR. SEDIVA: Yes, sort of.

11 MALE SPEAKER: Until somebody -- It could be -- Can a
12 supervisor call you?

13 MR. SEDIVA: Anybody can call me.

14 MALE SPEAKER: Okay. That's it.

15 MR. WIEMEYER: Okay.

16 MALE SPEAKER: Does that clarify?

17 MR. WIEMEYER: No, but that's all right. (Laughter.)

18 As clear as mud.

19 Anybody else? Terry?

20 MR. STACEY: Now, if your supervisor -- the hanger,
21 who is your supervisor?

22 MR. SEDIVA: Tom Kelly is manager.

23 MR. STACEY: Okay. Thank you.

24 MR. WIEMEYER: Anybody else?

25

1 Okay. Joe, thank you very much. Appreciate it, Joe.
2 (Whereupon, the interview was concluded.)

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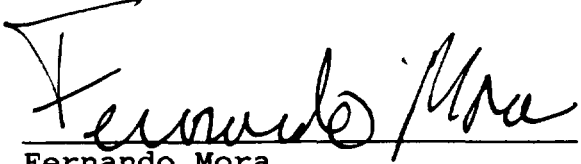
This is to certify that the attached proceedings before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TWA FLIGHT 800, INTERVIEW OF JOSEPH M.
SEDIVA

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