

DOCKET NO. SA-510

EXHIBIT NO. 2C

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

**ADDENDUM #2 TO
OPERATIONS GROUP CHAIRMAN'S
FACTUAL REPORT
INTERVIEWS WITH USAIR MAINTENANCE
PERSONNEL & PASSENGERS: REFERENCE
AIRPLANE NOISE**

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, D.C. 20594

December 1, 1994

ADDENDUM #2 TO THE OPERATIONS

GROUP CHAIRMAN'S FACTUAL REPORT OF INVESTIGATION

A. ACCIDENT: DCA-94-MA-076

Location: Aliquippa, Pennsylvania
Date: September 8, 1994
Time: 1904 Eastern Daylight Time
Airplane: Boeing 737-300, N513AU

B. ADDENDUM

1. BACKGROUND

On November 30, 1994, members of the Operations Group met in Chicago, Illinois, at the O'Hare International Airport. These included:

Charles F. Leonard, NTSB
Chris MacWhorter, FAA
Captain John Brookman, ALPA, USAir

The purpose of this meeting was to conduct interviews of the following USAir personnel:

Gerald E. Fox, Aircraft Maintenance Foreman
Mark Kohut, Lead Mechanic
Timothy S. Molloy, Line Mechanic

In addition to the Operations Group, other individuals in attendance at these interviews were:

John Goglia, IAM, Flight Safety Chairman
Dane Jaques, USAir Attorney

2. USAIR PERSONNEL INTERVIEW SUMMARIES

a. Gerald E. Fox

On September 8, 1994, Mr. Fox returned from a meeting in Pittsburgh and entered the maintenance office at O'Hare Airport

for a brief stop before going home. At that moment, the telephone was ringing. No one else was in the office, so he answered the telephone. A woman, identifying herself as the wife of a passenger scheduled to fly on USAir Flight 427, stated that she overheard passengers deplaning from USAir Flight 1181 (N513AU) discussing "noises" heard during the flight. Mr. Fox told her that two USAir mechanics were on duty, and if there were any maintenance matters, these would be fixed before the departure of the next flight.

He did not see the two mechanics who were on duty, so Mr. Fox walked to the jetway and met Captain Germano. He asked the captain about the maintenance status of the airplane. The captain stated that there were no problems and everything was fine. After this conversation, Mr. Fox departed the airport for home. He had no other contacts with the female caller.

b. Mark Kobut

Mr. Kobut was the Lead Mechanic on duty during that work shift, on September 8, 1994. He stated that his only contact with N513AU was during the pushback from the gate. He was unaware of any maintenance problems with the airplane. His conversation with the flightcrew via the intercom was routine. He was totally unaware of any complaints of noises, by anyone. The flightcrew did not contact him about this matter or any other maintenance issue.

c. Timothy S. Molloy

Mr. Molloy was a Line Mechanic on duty during that same work shift. He did not meet airplane N513AU, nor did he speak with the flightcrew. He did not perform any functions related to that airplane until he was assigned pushback duties for Flight 427. Just prior to and during the pushback, Mr. Molloy stated that he performed his routine walk-around of the airplane, checking for such items as; all doors closed, tires properly inflated and in good condition, any fluid leaks, navigation lights, evidence of bird strikes, condition of various probes, such as pitot tubes and air data probes, and the general integrity of the airplane. He observed no problems during this activity. He was also totally unaware of any complaints of noises, by anyone. The flightcrew did not contact him about this matter or any other maintenance issue.

3. PASSENGER INTERVIEWS

a. Mr. Andrew McKenna, a passenger aboard Flight 1181 from Charlotte to Chicago, was interviewed on November 30, 1994, by the Operations Group, at his offices in Chicago. Mr. McKenna had previously been interviewed by telephone by Safety Board Investigators.


He stated that while occupying seat 1C, he heard a noise, which he described as similar to "water gurgling, such as one would hear as water flowed from a sink into the drain." The sound came from the ceiling of the fuselage. He thought that he first heard it after the flight was in cruise, but he was not certain of this. He mentioned the noise to a female flight attendant, who listened to it and stated that it was a public address noise. He accepted this answer and ignored the noise. He could not recall how much longer it lasted, because he engaged himself in reading. Mr. McKenna did not discuss the noise with any other passenger, nor did he hear other passengers mention the matter during or after the flight.

After the accident of N513AU, Mr. McKenna contacted a friend of his in the airport authority, whom he told about the noise. Mr. McKenna was then contacted by a Safety Board Investigator by telephone to whom he told the same story.

b. A total of 13 other passengers from Flight 1181 were interviewed via telephone by Safety Board Investigators. All of these passengers were seated in the business class of the airplane, and none of them reported hearing noises.

4. COCKPIT JUMPSEAT RIDER

USAir Captain Bill Jackson occupied the cockpit jumpseat of Flight 1181 from Charlotte to Chicago, on September 8, 1994. He was interviewed by Safety Board Investigators on three occasions. In one of these interviews, on September 14, 1994, he stated that a flight attendant contacted the captain during the flight and advised him that the public address (PA) microphone was being keyed, and noises were being transmitted to the cabin. The jumpseat rider then realized that he had inadvertently contacted the PA microphone with his foot. He moved his foot and the noise ceased.


Charles F. Leonard
Chairman, Operations Group