

**DOCKET NO. SA-516**

**APPENDIX AA**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC**

**INTERVIEW SUMMARY  
AW2 RUSSELL BALMER, AW3 DUANE OAKS, AW1 SHAWN BETAS,  
AW1 PHILLIP DUNN, LT. JOHN BROWN, AT1 JEFFERY HAYES,  
LT. TED SHEWMAN, AND AT3 MICHAEL AIKENS  
MARCH 24, 1997  
(9 pages)**

# NATIONAL TRANSPORTATION SAFETY BOARD

## Interview Summary

On March 24, 1997, the Navy P-3 crew was re interviewed individually, by the NTSB. Present for the interviews was Norm Wiemeyer, NTSB, and Rich Karnowitz, FBI. The interviews were held at Brunswick Naval Air Station, Brunswick, Maine.

The persons interviewed were:

Russell Balmer  
Duane Oaks  
Shawn Betas  
Philip Dunn  
John Browne  
Jeffery Hayes  
Ted Schewman  
Michael Aikens

No information was gained as a result of the re interviews to change the individual recollections given during the first set of interviews. The following persons had been transferred in normal tour rotation and were not available for interview.

Ray Ott  
Richard Van Deorstyne  
Bradley Baca  
Manuel Yarberry

The new information which did come from this visit to Naval Air station Brunswick is a copy of the Air Wing flight operations for July 17, 1996, a copy of the squadron flight schedule for July 17, 1996, maintenance activity on the transponder which failed, on the witness aircraft, following departure, and SONOBUOYS carried and deployed during the P-3 training mission.

According to both squadron and air wing records, the aircraft carried three types of sonobuoys AQS 36, AQS 57B, AQS 53, and AQS 62. These systems, and the other systems on all of the P-3 aircraft at NAS Brunswick are specifically designed to find, localize, and track submarines.

During the course of the training mission flown on July 17, which passed over the scene of the TWA flight 800 loss while enroute to the practice area, the P-3 dropped 52 sonobuoys all of which were dropped a minimum of 200 miles south of the site of the loss, in the practice area, while working with the submarine.

During the visit to NAS Brunswick, it was determined that the Navy P-3 aircraft in use at this air station have no air-to-air weapons delivery capability and the aircraft in question carried no weapons or shapes.

In addition the interviews provided information that when the transponder failed after takeoff a electronic repair technician, who is normal crew compliment, went through the in flight repair procedures on the transponder but could not restore it to operation. Following the flight, the unit was exchanged for a replacement through the normal Navy supply network.

8 Nov 96

MEMORANDUM

From: Operations Officer, Patrol Squadron TWENTY SIX  
To: Operations Officer, Commander Patrol Wing FIVE

Subj: VP-26 OPERATIONS 16-18 JULY 1996

1. VP-26 flew the following flights as indicated (all times local Brunswick, ME):

AIRCRAFT	TAKEOFF	LAND	LOCATION	EVENT
16 JULY				
158224	160455	160900	KNHZ-	AIRWAYS TO PENSACOLA
	161015	161400	KNPA-KNPA	PILOT TRAINER
	161655	162020	KNPA-KNHZ	AIRWAYS TO BRUNSWICK
161585	161030	161115	KNHZ-KNHZ	FUNCTIONAL CHECKFLIGHT
158933 (CDU)	161345	161725	KNHZ-KNHZ	CDU CREW TRAINER
161585	161725	161940	KNHZ-KNHZ	PILOT TRAINER
17 JULY				
157321	171030	171305	KNHZ-KNHZ	PILOT TRAINER
	171400	171605	KNHZ-KNHZ	PILOT TRAINER
159319	171930	180210	KNHZ-KNHZ	BT CERT
18 JULY				
157321	180802	181205	KNHZ-KNHZ	PILOT TRAINER
158933 (CDU)	180845	181205	KNHZ-KNHZ	CDU CREW TRAINER
158564	180940	181450	KNHZ-KNHZ	TOOEX

2. These are all the flights VP-26 flew, verified against the flight schedule, master flight hour log and NALCOMIS/NAVFLIRS records. CPWL Ops requested a specific accounting of PCDU/CDU aircraft to ensure they did not fall through the crack. We have reported flights for 933 (the one PCDU in our custody at the time) and VP-10 Ops has indicated he will include 311 and 312 (the PCDU/CDU assets they held) in his report. This will account for all CDU aircraft in operation at the time.

J. W. GILLESPIE

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Mar-17-97 21:07

3-17-97 P.

TO: AWES HOLLANDER

FM: AWES WILSON

SUB: FLIGHTS ON 17 JULY 1996 (VP-8)

EVENT

17-01  
 LT COSTELLO TYPE FLIGHT - Always/DFC  
 AT WADE (TRANSFER CPW-S AW TO NGU)  
 LTJG BONDREAU A/C BUONO - 161 010  
 AMSI STACCRALINI AREA OF FLIGHT - AIRWAYS KNHE-  
 AMSZ WITHOEZE TOFF : 0530 / 0830  
 AWI PATRICK LND - 0735 / 1135  
 AT3 PERSTIGER MRS - S.2  
 CPW-S MANIFEST? WEAPONS/STORES - NONE

17-02  
 LT HEWITT TYPE FLIGHT - FCF  
 LTJG HUNOLD A/C BUONO - 159 506  
 AWES ATTARA AREA OF FLIGHT - LOCAL BEACHES  
 AT1 HENRICKSON TOFF - 0925  
 AT1 BAULIE LND - 1000  
 MRS - .6  
 WEAPONS/STORES - NONE

17-03  
 LT CAMFIELD TYPE FLIGHT - BOMBEX/PT  
 LT OCONNELL A/C BUONO - 159 894  
 AT HENSON AREA OF FLIGHT - (4104 AREA)  
 LTJG CLARK  
 LT JEWELINS TOFF - 0915 / 12  
 LT LUGG LND - 1150 / 15  
 LTJG WESTERN MRS - S.2  
 AMS HENNINGES WEAPONS/STORES - (4) MK 82  
 AWI HINEBAUGH  
 AMSZ LENOVER  
 AT1 IRWIN

EVENT

17-05

COR FRAGEN  
LT FRABIER  
AEC SMITH  
AWZ PICARD  
ATZ FELKER

TYPE FLIGHT - AIRSEA  
A/C BUDD - 158  
AREA OF FLIGHT - LOCAL  
TOFF - 1150  
LND - 1355  
HRS - 2.1  
WEAPONS/STOPS - NONE

17-06

LT THORSEN  
LT BERGEY  
BT STUHLFIRE  
LT FOULIN  
LTSG BOERS  
AWI BENNETT  
AWZ HOLCOMBE  
AWZ CARLTON  
ATZ FRANK  
AEI MARTIN  
AMS3 SCARF  
AWI WIKUL (CAMS)

TYPE FLIGHT - TOO E7  
A/C BUDD - 15733C  
AREA OF FLIGHT - SEE GEON,  
TOFF - 1400  
LND - 1905  
HRS - 5.1  
WEAPONS/STOPS - SSG-36,  
SSQ-57, SSO-62.

\* \*

WITH THE EXCEPTION OF EVENT 17-01,  
ALL FLIGHTS ORIGINATED AND  
ENDED IN BRUNSWICK WITH NO  
INTERMEDIATE STOPS.

\* \*

ALL TIMES LOCAL (BRUNSWICK)

03/17/97 14:33 PATROL SQUADRON TWENTYSIX → 2854 NO. 854  
 A/C BUNO: 157321 2.7 HRS EVENT: ATOZ

T/O: 1030 LOCAL  
 LND: 1605 LOCAL  
 CONDOR AREA

OPTIONAL FORM NO. 10-89  
 FAX TRANSMITTAL (10 pages)

To	From
AWCS HOLDMAN	AW1 ERDMANN
ORCON	X 2126
Page 1	X 2854
	X 1161

FORM 100-81-317-700 800-101 GENERAL SERVICES ADMINISTRATION

PPC LT PHILLIPS  
 2P LTJB DACHOS  
 TAGCO LT GALIT  
 NAV LTJB WESLEY

~~FE~~ AMS 2 WHITE  
 SS-1 AW1 B. WAKSH  
 SS-2 AWC BLANKENSHI  
 SS-3 AW2 EDWARDS  
 SS-3 AW3 WADDLES

\* NO BUOYS  
 \* NO WEAPONS

17 JULY 96

A/BUNO 159319  
 T/O: 1930 LOCAL  
 LND: 0210 LOCAL

6.7 HRS EVENT: BT/ASU

NEW YORK IBEX AREA

PPC LT OTT  
 2P LT VANDEROSTYNE  
 3P LT SCHUMAN  
 TAGCO LT OAKES  
 NAV LTJB REA

FE AEC YARBERRY  
 FE AE1 BACA  
 SS-1 AW1 DUNN  
 SS-2 AW3 BETONE  
 SS-3 AW2 BALMER  
 IFT AT1 HAYES  
 TFO AT3 AKINS

\* 84 BUOYS

LOCAL USE / REFERENCE	NAME	ACCUMULATED WORK HOURS			ACCUMULATED MAN HOURS					
		TOOL BOX	DATE	MAN HRS	ELAPSED	M/T	DATE	TIME	REASON	HOURS
XPNDR IFF, 4-8, FIG 12, ID 21 P	RUMPAL	NTRDD	96156	1.8	0.8					
	WINDEL	NTRTLF	96157	2.0	1.0					

(H-Z) FAILED/REQUIRED MATERIAL

77 INDEX	88 F/P	89 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE CRD	49 RE3 NO	53 DATE REC
						24384 RT-859A/APX-72		1	AK7	02	96157	G522	96157

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAL/L	A35 ACT TA	A36 MAL CD	A39 ITMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM CODE	F09 F11 BASIS NO	F15 F16 F17 F19 RV AM PART KIT
6834100	ASS	23	1	R	2555	01	3.6	1.8			

  

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DI3CD	A59 T/M	A60 POSIT	A62 FID	A65 SAF/EI	A69 SEX METER	SE MFGR	A74 INVENTORY	F28 F21 F22 PERM UNIT CODE
APSD	159319	K	D							

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM					
RECEIVED	DATE	TIME	E0C	E08 MFGR	E13 SERIAL NUMBER	E38 DATE REMOVED	E23 PART NUMBER	G08 MFGR	G13 SERIAL NUMBER	G23 PART NUMBER	G38 TIME/CYCS	G43 TIME/CYCS	G48 TIME/CYCS
	96156	2245	L	24384	DCN11347	96156	RT-859A/APX-72	24384	DCN11432	RT-859A/APX-72			
IN WORK	96156	2246	L										
COMPLETED	96157	1600					AS831			AS831			

AWAITING MAINTENANCE  
B38 B39 HRS B43 B44 HRS B48 B49 HRS

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	E0C
S	96156	2331	L
M	96157	1500	L
	C09	C13	C17
	C21	C25	C29
	C33	C37	C41
	C45	C49	C53
	C57	C61	C65
	D09	D13	D17

DISCREPANCY  
IFF WILL NOT LOOP TEST.

CORRECTIVE ACTION  
R&R IFF TRANSPONDER WITH GEAR FROM SUPPLY. CHECKS GOOD INW OSM.

PILOT/INITIATOR  
AT2 COCKPIT

CORRECTED BY  
AT3 WINDEL

INSPECTED BY  
AT2 COLBINS

SUPERVISOR  
AT2 FORD

MAINT CONTROL  
AE1 SPADACCINO

6

CF\_REQ GA\_REQ

JOB CONTROL NUMBER	A19 WK CTR	INDEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCX
A03 ORG A11 DAY A14 SER A17 SUP ASS 136 579	210	319			IFF TRANSPONDER	ASS073A

LOCAL USE / REFERENCE

4-8 FIG 12 IND.21 PAGE0

NAME	ACCUMULATED WORK HOURS				ACCUMULATED AWM HOURS			
	TOOL BOX	DATE	MAN HRS	ELAPSED M/T	DATE	TIME	REASON	HOURS
JAROSZ	8-3000	96205	1.6	0.8				
MINETT	1-7000	96205	0.4	0.2				

(H-Z) FAILED/REQUIRED MATERIAL

77 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 NFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE CRD	47 REQ NO	53 DATE REC
						80058 RT859A/APX-72		1	AK7	02	96205	0508	96205

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAN/L	A35 ACT TA	A36 MAL CD	A39 ITMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM CODE	F09 F09	F11 F11	F15 F15	F16 F16	F17 F17	F19 F19
65340	ASS	23	1	R	255	01	2.0	1.0							

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAF/EI	A69 SER METER	SE MFGR	A74	F21 INVENTORY PERM UNIT CODE	F28
APBD	159319	D	B								

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
B08 DATE	B12 TIME	B16 EUC		E08 MFGR	E13 SERIAL NUMBER	G08 MFGR	G13 SERIAL NUMBER				
RECEIVED 808 96205	1341	L		24304	2583	80058	BPA7500				
IN WORK 819 96205	1342	L		E23 PART NUMBER 4023400-0503	E38 DATE REMOVED 96205	G23 PART NUMBER RT859A/APX-72					
COMPLETED 830 96205	1530			E42 TIME/CYC A5878	E47 TIME/CYC	E52 TIME/CYC	G38 TIME/CYCS G43 TIME/CYCS G48 TIME/CYCS				

AWAITING MAINTENANCE  
B38 B39 HRS B43 B44 HRS B48 B49 HRS

MAINTENANCE/SUPPLY RECORD				
JOB STATUS	DATE	TIME	E0C	
B53 S	854 96205	1350	L	B62
B65 M	866 96205	1440	L	B74
C08	C09	C13		C17
C20	C21	C25		C29
C32	C33	C37		C41
44	C45	C49		C53
C56	C57	C61		C65
D08	D09	D13		D17

DISCREPANCY  
IFF TRANSPONDER BAD, NO MODE C

CORRECTIVE ACTION  
R38ED TRANSPONDER WITH RFDI GEAR FROM SUPPLY. CHECKS GOOD WITH IFF TEST SET AND IN FLIGHT.

PILOT/INITIATOR  
AT3 MINETT

7

CF\_REQ QA\_REQ

CORRECTED BY AT1 JAROSZ  
INSPECTED BY AT1 DOBBINS  
SUPERVISOR AT1 DOBBINS  
MAINT CONTROL ADD CILLEY

JOB CONTROL NUMBER				A19 WK CTR	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN
A20 ORG ASS	A11 DAY 205	A14 SER 144	A17 SJF	214	319		IFF TRANSPONDER		A5509SG



LOCAL USE / REFERENCE

NAME	ACCUMULATED WORK HOURS				ACCUMULATED AWAY HOURS			
	TOOL BOX	DATE	MAN HRS	ELAPSED M/T	DATE	TIME	REASON	HOURS
LEHMAN	1-200H	96159	3.0	1.5				

(M-Z) FAILED/REQUIRED MATERIAL

79	88	89	13	11	14	19	34	41	43	45	49	53	
INDEX	F/P	AMP	A/T	MAL	NFGR	PART NUMBER	REF SYMBOL	QTY	PROJ	PRI	DATE CRD	REQ NO	DATE REC

FIELD

A22	A29	A32	A34	A35	A36	A39	A41	A45	TECHNICAL DIRECTIVE INFORMATION							
WORK UNIT CODE	ACTION	ORG	TRANS	MAN/L	ACT T4	MAL CD	ITMS/P	MAN HOURS	ELAPSED M/T	F08	F09	F11	F15	F16	F17	F19
6534100	ASS	11	1	C	100	01	3.0	1.5								

A48	A52	A58	A59	A60	A62	A65	A69	SE NFGR	A74	INVENTORY		F28
TYPE EQUIP	BU/SER NUMBER	DISC	T/N	POSIT	FID	SAF/ET	SER METER		F21	F22	PERM UNIT CODE	
APRD	159319	D	B									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM			
	DATE	TIME	EOC	E08 NFGR	E13 SERIAL NUMBER	G08 NFGR	G13 SERIAL NUMBER				
RECEIVED	808	812	816	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER					
	96158	1039	L	E42 TIME/CYC	E47 TIME/CYC	E52 TIME/CYC	G38 TIME/CYCS	G43 TIME/CYCS	G48 TIME/CYCS		
IN WORK	819	823	827								
	96159	0300	L								
COMPLETED	830	834									
	96159	0430									

AWAITING MAINTENANCE

B38	B39 HRS	B43	B44 HRS	B48	B49 HRS
3	16.4				

MAINTENANCE/SUPPLY RECORD				
JOB STATUS	DATE	TIME	EOC	
853	854	858	862	
865	866	870	874	
888	889	893	897	
899	901	905	909	
922	923	927	931	
944	945	949	953	
956	957	961	965	
988	989	993	997	

DISCREPANCY

IFF TRANSPONDER INOP ALL OF FLIGHT. MODES 3 AND 4 REPORTED INOP.

CORRECTIVE ACTION

REPEATED IFF TRANSPONDER. SYSTEM CHECKS 4.0 IAW DSM 12-1.

PILOT/INITIATOR  
LT PHILLIPS

CORRECTED BY  
AT3 LEHMAN

INSPECTED BY  
AT3 HUMPAL

SUPERVISOR  
AT3 HUMPAL

MAINT CONTROL  
AZC KLEINKAUF

8

CF\_REQ QA\_REQ

JOB CONTROL NUMBER				A19 WK CTR	MODEX	PRI	TJRN-IN DOCUMENT	SYSTEM REASON	MCM
A08 ORG	A11 DAY	A14 SER	A17 SUP						
ASS	159	090		210	IU	319	IFF		ASS0776

LOCAL USE / REFERENCE

NAME	ACCUMULATED WORK HOURS				ACCUMULATED AWM HOURS			
	TOOL BOX	DATE	MAN HRS	ELAPSED M/T	DATE	TIME	REASON	HOURS
JOHNSE	1-7VDD	96200	1.0	1.0				
MINET	8-2VDD	96205	1.0	1.0				

(H-Z) FAILED/REQUIRED MATERIAL

79	08	09	10	11	14	19	34	41	43	45	49	53	
INDEX	F/P	AWP	A/T	MAL	MFR	PART NUMBER	REF SYMBOL	QTY	PROJ	PRI	DATE ORD	REQ NO	DATE REC

FOLD

A22	A29	A32	A34	A35	A36	A39	A41	A45	TECHNICAL DIRECTIVE INFORMATION						
WORK UNIT CODE	ACTION ORG	TRANS	MAN/L	ACT TA	MAL CD	ITNS/P	MAN HOURS	ELAPSED M/T	F08	F09	F11	F15	F16	F17	F19
6534100	ASS	11	1	A	799	01	2.0	2.0							

  

A48	A52	A58	A59	A60	A62	A65	A69	SE MFR	A74	INVENTORY		F28
TYPE EQUIP	BU/SER NUMBER	DISCD	T/N	POSIT	FID	SAF/EI	SEN	METER	F21	F22	PERM UNIT CODE	
APBD	159319	D	B									

REPAIR CYCLE				REMOVED/OLD ITEM				INSTALLED/NEW ITEM								
RECEIVED	DATE	TIME	EOC	E08 MFR	E13 SERIAL NUMBER	G08 MFR	G13 SERIAL NUMBER	E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER	E42 TIME/CYC	E47 TIME/CYC	E52 TIME/CYC	G38 TIME/CYCS	G43 TIME/CYCS	G48 TIME/CYCS
	B08	B12	B16													
	96200	0313														
IN WORK	B19	B23	B27													
	96200	0700														
COMPLETED	B39	B34														
	96205	1115														

AWAITING MAINTENANCE

B38	B39 HRS	B43	B44 HRS	B48	B49 HRS

  

MAINTENANCE/SUPPLY RECORD				
JOB STATUS	DATE	TIME	EOC	
B53	B54	B58	B62	
B65	B66	B70	B74	
C08	C09	C13	C17	
C20	C21	C25	C29	
C32	C33	C37	C41	
C44	C45	C49	C53	
C56	C57	C61	C65	
D08	D09	D13	D17	

DISCREPANCY  
MODE C INOP ENTIRE FLIGHT. MULTIPLE ATC'S.

CORRECTIVE ACTION  
COULD NOT DUPLICATE ON THE DECK. SYS CHECKED 4.0 WITH ON GROUND TEST SET REFER TO IPE  
S/N 160

9

CORRECTED BY  
A03 MINET

INSPECTED BY  
A01 MORRIS

SUPERVISOR  
A01 MORRIS

MAINT CONTROL  
A05C HESS