

I was given these pages before my depositions of civil suits that followed the accident. No other testimony pages are currently available. Page 516 and on 155 were due to being recalled to rebut Fred Wheller.

2 After my reserve duty there I went on to Barnstable
3 Municipal Airport. My duties there was supervising
4 the line crew working with small aircraft all the way
5 up to DC9; refueling and line service duties.

6 I was also in charge of crash rescue. When
7 I received my training for that in the Coast Guard
8 and Navy crash rescue school. I was also working on
9 a college level in aviation flyer science.

10 THE CHAIRMAN: Mr. Kraus.

11 EXAMINATION

12 BY MR. KRAUS:

13 Q Thank you. Mr. Anusewicz, I might have missed
14 it when Mr. Thomas asked you, do you have any certificates? Mechanics certificates?

15 A No, sir. I don't.

16 Q And you have been employed Antilles Air
17 Boats for approximately three years?

18 A Three yes sir.

19 Q And could you merely elaborate a little
20 more on your title? You mentioned a new one that is
21 new to me, based on ---

22 A This is through --- excuse me. This is
23 through the reorganization. Maintenance coordinator
24 is what you probably have there.

25 Q Yes, now ---

1
2
3 A It would be -- I didn't mean to interrupt
4 you.

5 Q That's okay.

6 A Okay. My duties are exactly the same. I
7 maintain the records that are applicable to all the
8 aircraft; obtaining maintenance log sheets; pre-flight
9 sheets; keeping the aircraft file current with
10 applicable 337 Forms; AD listings; STC's.

11 I also do the scheduling of the proper
12 inspections at the stations when they fall due.

13 Q And is that where the term coordinator comes
14 into the picture?

15 A Yes, sir. As far as scheduling the
16 maintenance I would be coordinating. By having the
17 proper information with the daily maintenance log
18 sheets, and keeping the daily aircraft and engine
19 logbooks I would have all the information available
20 to me to make proper scheduling of each airframe and
21 engine inspection.

22 Q Would you then also submit or make available
23 inspection forms at the time the inspections come
24 due?

25 A At the St. --

Q Do you supply them?

A At the St. Croix Station I would because that

1 where I am. St. Thomas, they have all their forms
2 there and they would take out the applicable form
3 for each inspection. When they needed forms they
4 would call me if they needed any. I do have all
5 applicable forms at St. Croix.
6

7 Q Would you give me just a rundown of how
8 you would schedule the maintenance work for an aircraft
9 that is come due tomorrow, as an example? What paper
10 work do you provide to the maintenance people or
11 including an inspection that is due at St. Thomas,
12 being away from your main headquarters. What material
13 do you provide? What service?
14

15 A As soon as the inspection would be completed
16 due I would notify the supervisor at that particular
17 station. He would have the form. He would set up
18 and I would say tomorrow, if it was an engine inspection
19 If it was a 5C, the proper inspection form would come
20 out. You put it on a clipboard, and start with the
21 inspection.
22

23 This is all that is actually needed to
24 start performing the inspection.
25

Q And you merely get in touch with the
maintenance supervisor, at whatever station it may
be?

A Yes.

1 Q And tell him there is an inspection due
2 tomorrow, and it's up to him then to do the work;
3 get the airplane in and start proceeding?
4

5 A Right.

6 Q Has your main job then, in this three year
7 period, been this particular type of work?

8 A No. When I first arrived with Antilles
9 Air Boats in 1975 I was employed as an uncertified
10 mechanic in the St. Croix station. I worked on the
11 night shift. I held that position until October of
12 1976, and at that time I came upstairs and started
13 working on records.

14 Q All right. Approximately how many other
15 people, you might say, are employed in this direct
16 responsibility of maintenance records, other than
17 yourself?

18 A Just myself.

19 Q Do you have any other job functions or
20 job duties other than maintenance coordinator or
21 maintenance records supervisor, in this case? Any
22 thing else other than those? With the airline?

23 A No, sir.

24 Q With the company?

25 A No, sir.

Q And could you tell me, at the time of the

1 accident which we'll say is September 2, who was the
2 chief of maintenance at that time?
3

4 A At that time we didn't have a chief of
5 maintenance. We were acting under the supervision of
6 the general manager, Captain Blair.

7 Q But you did have what you called a maintenance
8 supervisor?

9 A We had maintenance supervisor at the station
10 but we didn't have a chief of maintenance at the
11 time.

12 Q Just --

13 A During the two years that I was -- that I had
14 been upstairs in the records department, I was first
15 under the direction of Joe Stoy. After he left there
16 was a period, again, of no chief of maintenance,
17 and then we had a -- sorry, I can't remember -- Tom
18 Roberts, who was the director of maintenance or
19 chief of maintenance, and he also left and we were
20 back under the direction of Captain Blair.

21 Q Now, the maintenance supervisors that you
22 did have who worked in the hangar areas that you
23 more or less passed your information on to, did you
24 have one on each shift?

25 A Yes, sir.

Q There was one maintenance supervisor on each

1 shift?

2 A Yes, sir.

3 Q Is that a three shift day coverage?

4 A NO, sir. It's two shifts.

5 Q And which shifts are they?

6 A They have morning and night shift. Morning,
7 would start at approximately six o'clock. Between
8 six and six thirty the mechanic arrived. Claude

9 Austin would be the base manager at St. Croix. Victor
10 Pinheiro would be the base manager in St. Thomas.

11 Night shift supervisor in St. Croix would be Ruppert
12 Ralph.

13 A And what time would he come on?

14 A The operation would start at two o'clock to
15 eleven o'clock, and that would be the night shift.
16 So, there was an overlapping of approximately two
17 to three hours.

18 Q So, basically the shift would end, we'll say,
19 at night at midnight, approximately?

20 A Approximately, depending on their workload.

21 Q Is St. Thomas also the same schedule? Meaning
22 that you have two shift operation?

23 A They have a two shift operation.

24 Q With a supervisor on, we'll say, the day shift
25 and the night shift?

1 A Yes, sir. A licensed mechanic would be on
2 at St. Thomas also.
3

4 Q But the licensed mechanic would not necessarily
5 be a maintenance supervisor or would he?
6

7 A Yes, he would.
8

9 Q He was designated as the maintenance supervisor?
10
11

12 A Yes.
13

14 Q Speaking of the card record portion now,
15 is the records of aircraft component parts and so
16 forth.
17

18 A Right.
19

20 Q Could you give me a brief explanation of
21 that system works?
22

23 A On each component that was replaced there
24 would be a place on the maintenance log sheet that
25 would be serial number of component off; serial
26 of component on. There would be a serviceable
27 that would be attached to this maintenance log
28 sheet that would be routed to my office.
29

30 In turn would be put in a Kardex system
31 Q You say a serviceable parts tag, is that
32 the part going on?
33

34 A The part going on, yes.
35

36 Q Which in turn how does that work at the
37

1 The good component tag going on, what happens to that
2 tag at that point?
3

4 A At that point it would go into the Kardex
5 system. This system wasn't actually working, other
6 than keeping the tags so that we would have some
7 idea of the component that we had on the airplane.

8 Q But the serviceable parts tag that we're
9 still talking about it gets put on the old part coming
10 off the aircraft?

11 A Say again, sir?

12 Q This serviceable parts tag that's on a good
13 part that's going on the aircraft you said it gets
14 routed back to you? Is that all that happens to
15 it?

16 A The serviceable tag that goes on, yes I receive
17 that back at the records office. It should be put
18 in the Kardex system with an airframe time this part
19 went on; the serial number; so that we can keep track
20 of what component is on there at this time.

21 Q It's still not clear in my mind. What tag
22 gets put on the old part coming off of the aircraft?
23 The unserviceable part coming off the plane?

24 A An unserviceable tag would go on the old part
25 and it would be put in the stockpile.

Q Now, do you ever see those unserviceable parts

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tags?

A NO, I do not.

Q What happens to those within the company's procedure?

A I'm not really sure, sir.

Q The --

A It would be going on the shelf; sent back for overhaul pertaining to that particular item that came off. Whatever is unserviceable would be discarded or overhauled.

Q I'm merely trying to find out now, that part coming off the airplane with an unserviceable parts tag on it does not come in to your section? It remains with the part? If the part is overhauled or reconditioned by an outside vendor that tag stays, remains with the part, and goes to wherever it goes to be repaired?

A Right.

Q You never see that tag?

A I do not see the unserviceable tags.

Q Now, all these tags that you do see, these serviceable parts tags, that are removed from the part that goes on the aircraft and is sent back to your office, I might have missed it, but it wasn't clear in my mind what happens to that individual tag?

1 A That tag we put in the Kardex system. That
2
3 system would have a list of all aircraft components.
4 It could -- it would go into, if it was a landing gear
5 part, the serviceable tag would go into the landing
6 gear card in the system, in the Kardex system it-
7 self.

8 Q Let me give a little example, we changed
9 a wheel assembly; and since we change wheel assemblies
10 a little more often than some of the others we
11 might get in a six month period maybe 10 tags.

12 What do you do with those ten tags off of
13 ten wheels, do they all go into this folder?

14 A Yes, sir. They do.

15 Q And do they remain there, we'll say, in-
16 definitely?

17 A The proper procedure would be to discard
18 the serviceable tag that was in there at the time
19 and it could be established with the new tag, so
20 that you would know that was the applicable service-
21 able tag for the part that is now on the airplane.

22 This tag that is in there would be the
23 serviceable tag with the information of the aircraft;
24 where it was put on, left side, right side; who
25 changed it; and what date.

26 Q This is on the tag itself?

27 A This is on the tag itself.

1 Q Do you take the information that is on the
2 tag plus the information that's on the right hand
3 column of the daily log sheet, and correlate those
4 together to make sure that they coincide?
5

6 A Yes, sir.

7 Q And the tags that you normally have, we'll
8 say, within the folder of one airplane should only
9 be the tags that are on the current aircraft --
10 parts that are on the current aircraft at that
11 time?

12 A Yes. They should be. This Kardex system
13 has not worked properly due to lack of time to put
14 into this system. My main objective was to make sure
15 a serviceable tag was kept on file. Whether all the
16 information was gathered -- if the information was
17 at least kept then we could go back and refer to that
18 particular tag.

19 Q Did you submit immediately after the accident
20 all of the accident -- all the aircraft records for
21 N77V? You submitted all the records?

22 A Every bit of records, yes sir.

23 Q You have no records whatsoever in St. Croix
24 at this time that refers to 77?

25 A Since I handed all the information over to
you I did come up with one serviceable tag for the

propeller that was on 77Victor. Without having the actual serial numbers, without having any information at my station I kept it on a clipboard under the serial numbers of 77Victor. Just holding it until you might need it or call for it.

I pointed it out to an FAA official and he said to just hold it in case it was needed. Other than that you have all the information on that aircraft.

Q Since you brought up the subject of propellers I have one question. The log books that were turned over, the propeller log books that were turned over then at the time of the accident, supposedly the records of this particular aircraft did not comply -- did not coincide with the serial number propellers that was on the aircraft.

I was wondering if you had any explanation for that?

A Well, I rely on the proper information coming from the maintenance floor, from the hangar, to receive the proper tag. When we have propeller changes, or any type of changes, these are recorded in the airframe logbook as well as the propeller logbooks. If the information isn't routed to me, if I have a tag saying a certain propeller is on an

aircraft I can only assume that that is the propeller that is on there, unless I receive the proper information stating otherwise.

Q But at this point in time you were receiving two pieces of paper reporting that change? You're receiving the logbook page which says propeller installed and removed; and also you're receiving the serviceable parts tags through another channel that's saying this particular propeller was put on and serial number so and so was taken off.

Now, my question is with these two pieces of paper, independent papers, being supplied to you and we still have the wrong logbooks, at least the logbooks do not apply to this particular aircraft, do you have any other additional information or explanation other than someone not turning all this information in?

A No, sir. Those propeller serviceable tags, when those tags come in, I like to have those in my office already so I can -- well, when a propeller change is made that I'll have the tag to make up a proper logbook on it. I have no explanation why there were different propellers on it.

Q Do you record the daily flight time in the propeller logbooks to show the proper propeller times?

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2
3 A Not on a daily basis. I would put on the
4 airframe time of installation; and would record the
5 airframe time of removing that; and computing the
6 time to make up for the total time on that particular
7 item.

8 Q Yes.

9 A But I do not put the propeller time on a
10 daily basis.

11 Q Or even on a periodic basis other than --

12 A Other than installation and removal.

13 Q Do you ever make out engine logbooks? I'm
14 sorry, let me rephrase the question. Do you ever
15 make up new engine logbooks as part of a record
16 system?

17 A On a normal basis I wouldn't. The only time
18 I have made up a logbook would be on the -- a logbook
19 that I made up to keep track of the time on an engine
20 that we didn't have the proper logbook. The
21 National Transportation Safety Board took that on
22 N323, and we did not receive that information back.

23 So, to keep track of that particular time
24 I started a logbook, but the proper certification was
25 in the logbook that was taken.

26 Q So that I don't feel that I am in trouble,
27 this logbook that the NTSB took on 323, this is

1 some time prior --- another incident prior to ---
2

3 A Yes, sir.
4

5 Q Thank you. In the course of miscellaneous
6 paperwork that I've reviewed there's been some letters
7 that have been in the possession of the FAA in regards
8 to correspondence back and forth between the San Juan
9 office and Mr. Blair. And some of the comments have
10 been in regards to record keeping.

11 I'm wondering if you can give me just a brief
12 explanation of what this type of material might have
13 been or this information in these letters was about?
14 My question is just referencing the record keeping
15 section only.

16 MR. CARNEAL: Mr. Chairman, it might be helpful
17 if we could direct the witness to some specific
18 language in some specific exhibit?

19 THE CHAIRMAN: Well, I think first of all
20 we'll have to ask the witness if he's aware of any
21 such correspondence; and then if he is we'll go into that.

22 BY MR. KRAUS:

23 Q Were you aware of any correspondence or any
24 information that transpired between Mr. Blair and the
25 FAA office in San Juan in regards to the record keeping
26 procedures of which you are responsible?

27 A No, sir. I'm not sure of any correspondence.
28 I would like to see some if there are some.
29

1 THE CHAIRMAN: All right, if you have such
2 correspondence available let's give the witness an oppor-
3 tunity to look at the correspondence and then answer to
4 the best of his ability.
5

6 MR. KRAUS: I don't have that available.
7 I would just like to rephrase another question.

8 THE CHAIRMAN: All right.

9 BY MR. KRAUS:

10 Q Had Mr. Blair ever talked to you about main-
11 tenance records procedures as to how they were being done,
12 whether they should be improved or whether they were sat-
13 isfactory the way they are?

14 A He'd only stated at one point that I was doing
15 a good job and to keep it up.

16 Q In any of your years of background experience
17 and ever since you've been also on the job in maintenance
18 records have you ever seen any other log books on larger
19 aircraft that had serial numbered log book pages, mainte-
20 nance log book pages?

21 A Yes I have seen them.

22 Q Do you have any explanation that the log book
23 pages that Antilles Airboats utilizes does not have any
24 numbered pages and specifically chronologically --- not
25 chronologically --- numerical numbered pages that follow
in sequence?

Is there any reason why you don't use that type?

A When I started in record keeping there were no numbered pages. But in going through back records I have seen Antilles Air Boats maintenance log sheets that have been numbered.

Q And since they do not have a serial numbered system what method do you use to determine that you have acquired all the necessary or utilized log book pages?

A Only by the date and by the airplane section or the airplane total time per day.

Q Example:

If you did not receive a log book page for a particular airplane for today -- I should say from yesterday -- and you should be receiving it the next day. If you do not receive the page what does that tell you if anything?

A Would you rephrase that or say it again please?

Q You're expecting to receive log book pages every day from we'll say all the aircraft. If you do not receive a log book page from an aircraft what does that indicate to you?

A That I will have to search out and find that particular log sheet, either by calling St. Thomas if that

1 is where the plane's overnight is or check out the air-
2 craft personally to find out. These maintenance log
3 sheets have carbon copies, so if I did not come up with
4 the white sheet, the original, I would take the time off
5 the yellow sheet or carbon copy.
6

7 MR. KRAUS: Mr. Hearing Officer, would you
8 give the witness Exhibit 7D.

9 (Document shown to witness.)

10 BY MR. KRAUS:

11 Q Do you have the exhibit?

12 A Yes I do sir.

13 Q You notice it's made up in two pages, the
14 difference being the date at the top, one August 29th
15 and the other September 1st.

16 Would you enlighten me --- and we refer now
17 only to 77V which is on the bottom group of airplanes
18 in the center there --- that on August 29th this aircraft
19 had approximately two-tenths of an hour to go before what-
20 ever inspection might be due. Where it says "hours avail-
21 able" that means hours to fly.

22 A Right.

23 Minus --- this does not show any overrun that
24 this aircraft might have. This particular they are on
25 a fifty hour cycle so it would be a ten per cent of the
fifty hours which would grant an extra five hours of flight.

1
2 So this here is showing .2 before inspection due plus
3 fuve hours of the overrun.

4 Q Then would it be safe to say then that these
5 three figures --- the inspection due, the airframe hours
6 and the hours available --- those hours would be the same
7 numbers that would appear on the log book page on August
8 29th?

9 A Yes, certainly. Also the same as the airframe
10 log book that is kept in my office. This sheet here would
11 be a summary of what is in each and every aircraft log
12 book. that is on file in my office.

13 Q Now this aircraft had two-tenths of an hour on
14 it. Since we all must know that any flight from St. Croix
15 is going to take three-tenths of an hour to wherever it
16 might be going, would it be your responsibility then to
17 see this aircraft inspection --- that an aircraft inspection
18 was conducted?

19 A For scheduling of this inspection yes.

20 Q Now in this particular instance did you take
21 any particular action to notify the maintenance foreman
22 that this aircraft had only two-tenths of an hour remaining?

23 A Yes sir.

24 Q And which foreman did you pass that information
25 on to?

26 A Well seeing the inspection number that was due

1 being a 6C, our 6C's were being accomplished at our St.
2 Croix station because of the airframe work that it involved.
3 We try not to utilize the St. Thomas station for the air-
4 frame work to be done because the sheet metal men and the
5 equipment were not available in St. Thomas, only in St.
6 Croix at that time.
7

8 I believe there was another daily aircraft
9 status sheet that would state the inspection date on it.
10 Q What I'm trying to get at here now is whose
11 responsibility is it or was it at the time to notify whom
12 that this aircraft was due for this particular maintenance
13 with only two-tenths of an hour remaining?

14 A It is my responsibility.

15 Q You said?

16 A It is my responsibility to inform the main-
17 tenance department of this inspection coming up.

18 Q Is it also a normal practise that when an
19 aircraft starts on a schedule in the morning that it stays
20 on it's routine schedule for the rest of the day?

21 A I'm not sure of the operations of the aircraft.
22 You're saying starting out in the morning --

23 Q Well, whatever sequence that you all use for
24 scheduling a aircraft for "x" number of trips in a day,
25 that aircraft will start out and the pilot basically stays
26 with it? He flies all these particular trips between the

1 stations on that one aircraft?

2
3 A I couldn't answer that correctly sir because
4 I'm only in the record department. I don't know who is
5 actually flying the aircraft and how long he had been
6 flying the aircraft.

7 Q Let me ask the same question another way.

8 What method do you use then when you send an
9 aircraft out -- when I say send it out, present it to the
10 maintenance department or to the operations department in
11 this case with two-tenths of an hour remaining, how do
12 you know where the aircraft is going to go and how many
13 hours it's going to fly that day before it utilizes two
14 hours up and needs to come in for a scheduled maintenance?

15 A Well the pilot flying that particular aircraft
16 would know that he has a certain amount of time left on
17 the aircraft. This would show that it had 5.2 with the
18 overrun. So he would have enough time to make enough
19 flights on a certain day or go to certain places. It
20 would be his responsibility to bring it back to the main-
21 tenance department.

22 Q So what you're saying is that when he sees the
23 two-tenths hour there he knows that he has five point
24 something to go yet?

25 A Yes sir.

Q Before the aircraft is really out of time.

1
2 It's really out of time on the ten per cent
3 overrun limit?

4 A Correct.

5 MR. KRAUS: Mr. Hearing Officer, would you
6 present the witness with Exhibit 2C?

7 (Document shown to witness.)

8 BY MR. KRAUS:

9 Q Basically I want you to look at the cover
10 sheet there. It states here that on 8/28, 8/29, 8/30 and
11 8/31 we have four different pilots who took this aircraft?

12 A Three different pilots with this aircraft.

13 Q Yes.

14 We heard one of the witnesses this morning, I
15 couldn't recall exactly which one, state that they look
16 at the log book and they can determine the time remaining
17 by merely looking at the new page coming up in the log
18 book, which in this case I take it on the 29th must have
19 shown two-tenths of an hour.

20 Do you have any explanation of how on the 29th
21 then, and on the 30th and the 31st, that the three cap-
22 tains who flew this aircraft would have been flying this
23 aircraft and still showing only two-tenths of an hour on
24 it when the flight times that they flew those days accum-
25 ulated to twenty hours and one-tenth? What were they using
for their hours to go for inspection due or hours avail-

1
2 able? What were they looking at?

3 A I imagine they were looking at the same time
4 each day. When I was going through the aircraft I was
5 not receiving any particular log pages so there was no
6 flight log to add up correctly any particular time. There
7 was no way I could put information into the log book when
8 there wasn't any information in the pilot's log book.
9 There was actually no flight log in the aircraft as far
10 as the time added from St. Croix/St. Thomas and whatever
11 run they were making. If there was no flight log made
12 out it would show the same time consistently.

13 Q So you would be sitting over at St. Croix as
14 far as your records go showing this airplane is available
15 somewhere in the system with two-tenths of an hour on it
16 and you were not aware then that this aircraft had been
17 flying for approximately twenty hours and you had no record,
18 no paperwork coming into your office stating that
19 it was flying?

20 A I was aware of it flying but I also was aware
21 that there wasn't any paperwork being brought up. Or
22 written up.

23 Q Since the maintenance log form shows a
24 mechanic's signature which states that this aircraft ---
25 that the pre-flight inspection has been performed and this
26 aircraft is airworthy, since those pages were missing do

1 you have any idea possibly how the crew members were able
2 to determine the servicability or airworthiness of this
3 aircraft when they took it?
4

5 A No sir.

6 Q In regards to aircraft engines what part have
7 you played, if any, in regards to purchasing engines for
8 the company?

9 A I have had dealings with purchasing of engines
10 mainly from Fort Worth Engine Overhaul in Fort Worth,
11 Texas. I have had communication with a company in
12 Florida with Mr. Stoy but we've never made any contracts
13 to by any engines other than Fort Worth, Texas.

14 Q Is it an additional work for you in regards
15 to, we'll say, as a purchasing agent?

16 A It is additional work. It's not really under
17 my job . Being maintenance coordinator it would help
18 knowing where the parts are coming from and exactly when
19 they are coming. Talking with Fort Worth Engine Overhaul
20 coming up with a good price on an engine. Many times it
21 has been hard coming up with this kind of equipment. He
22 was an A&P and an authorized inspector. He had his own
23 repair station; it was not an FAA approved station but
24 he still complied with all regulations and we went ahead
25 and bought a few engines from him. They gave us a very
good price and the service was good.

1
2 That's the only dealings I've had with any
3 contracts with the actual buying. It was usually handled
4 at a higher level.

5 MR. KRAUS: Mr. Hearing Officer, would you
6 give the witness Exhibit 7B?

7 (Document shown to witness.)

8 BY MR. KRAUS:

9 Q And it's basically the second page of the two
10 page exhibit.

11 Since you were involved indirectly at times
12 with the purchasing of engines, were the majority of the
13 engines that you purchased zero time?

14 A Yes sir, they were all zero time.

15 Q Now when you say "they all were", this is all
16 the engines that you had anything to do with?

17 A Yes sir. We bought R985's from Fort Worth
18 Engine Overhaul on overhaul basis and outright engines
19 with zero time.

20 Q And now could you just give me a brief expla-
21 nation then of these engines coming into Antilles Air
22 Boat Company usage from one of these purchasing or supply
23 houses?

24 A At the time I was dealing, as I said, with
25 Port Worth, Texas. The engines were already packed up
being sent over to American Airlines Freight in Fort Worth.

Captain Blair stated to me that he wanted to cancel out because he had a different contract with someone else.

And I contacted Fort Worth to my embarrassment after working with them to cancel the order. Other than that I had no dealings with accepting of any engines from an outside source.

Q In regards to this Fort Worth operation, how many engines would you say you purchased? I mean two, ten or --?

A Five I believe. Five engines from the first engine to the last.

Q And this was the bare engine, meaning engine minus engine mount and accessories?

A Yes.

Q When the engine comes into Antilles Air Boat then where does it go to? Example: the one you may have purchased from Fort Worth? Where would that engine arrive in your property?

A Depending on our needs. If there was an aircraft in need of an engine in St. Thomas I would have them send it directly to St. Thomas. It would probably go through San Juan first and transfer it from American to Caribbean Air Service and brought to St. Thomas.

If the same was needed in St. Croix we would bring it to our base in St. Croix.

1
2 Q So the basic engine in a box, we'll say, was
3 assigned to a particular station wherever it was needed?

4 A Yes. I would call Mr. Faxle, who is the pres-
5 ident of Fort Worth Engine Overhaul, and tell him where
6 we needed the engine and he would initiate it at his end.

7 Q And that would mean that when the engine
8 arrived at that particular station, which say is St. Thomas
9 here, the mechanical force would take the engine and then
10 build it up into a servicable unit to put on an aircraft,
11 meaning the accessories and engine mount?

12 A That's correct.

13 Q Did each individual station build the engine
14 up into a useful package?

15 A That's correct.

16 Q At this point could you tell me what type of
17 a tag would have been on this engine at this point, if
18 any?

19 A Which engine is this sir?

20 Q One of these engines coming in from Fort Worth
21 we'll say?

22 A We would receive a yellow servicable tag,
23 337 form, major repair and alteration form, from Fort Worth,
24 Texas and a proper log book with all the proper entries
25 with AD's applicable information.

Q And that material would be turned over to you

1
2 in the record keeping section?

3 A That's right.

4 Q I don't know how familiar you are with the
5 left engine that was on N77V, but in the record card
6 system or the record cards that you gave to the NTSB
7 we did not find any servicable parts tag in those records.

8 Do you have any idea or any explanation as to
9 why there was none in your collection?

10 A Any servicable tags of any engine coming from
11 a particular source which was a FAA repair station, certified repair station, we would be going on their work order. We do not require a servicable tag.

12 Q Now in regards to the left engine ---

13 A In regards to the left engine, we received
14 it from Caribbean Air Motors which is a certified repair
15 station. This repair station put their stamp on it and
16 had all the proper entries in the log book.

17 Q And at this point you're saying that there is
18 no servicable parts tag then required with this system?

19 A The information would be on record at Caribbean
20 Air Motors.

21 Q Would Caribbean Air Motors then by using this
22 work order number, is it your impression or interpretation
23 that they would be declaring this engine now is airworthy?

24 A Correct. Yes I would.

25 Q So their stamp in the log book stating that

1 this air -- I mean that all the records that apply to this
2 engine are on record under work order at this particular
3 repair agency?

4 A That's right.

5 Q Do you by any chance ever review any of those
6 work orders to show what work may have been done to the
7 engine for your record system?

8 A I have seen work orders from Caribbean Air
9 Motors in the past. It doesn't state all work accom-
10 plished except as a matter of an invoice for them, the
11 actual work order. It would say the parts that were put
12 in, if any, and labor charges. These are on record also
13 at the accounting office.

14 Q I think you mentioned before about AD's and
15 337's and so forth; in regards now to this particular
16 engine, left engine again, did you receive any informa-
17 tion from Caribbean Air Motors then of any AD compliance?
18 Did you receive a 337 form from them to show that they
19 did anything to this engine or whatever they may have done?

20 A No sir I didn't.

21 Q Would that be considered normal or unusual
22 that you didn't receive anything for this particular engine?

23 A It wouldn't be abnormal to receive an engine
24 from Caribbean Air Motors without anything other than the
25 work order stamp that was in the log book.

1 Q Do you ever receive any 337 forms from
2 Caribbean Airmotive?
3

4 A Not since they've been a certified repair
5 station, no sir.

6 Q Who is the responsible person at Caribbean
7 Airmotive?

8 A That would be Mr. Fred Wheeler.

9 Q Has he had that particular position for a
10 period of time? Over a year or two years or whatever
11 it may have been?

12 A I would say over a year. I don't think it's
13 been as long as two.

14 Q And do you know, is that his full time
15 assignment?

16 A His duties were also to, I believe, it was
17 assistant to the general manager in the maintenance
18 department to help us out, since the FAA investigation
19 that we spoke of before that was during May.

20 He was to help us out three days a week in
21 St. Thomas and St. Croix in our maintenance depart-
22 ment.

23 Q Would you say that his maintenance work was
24 involved --- had anything to do with the maintenance
25 records?

A He was in between myself and Captain Blair.

1 So, he was my supervisor at that particular time.

2
3 Q Had Mr. Wheeler -- has Mr. Wheeler, in this
4 period of time, ever discussed with you the
5 maintenance records keeping system, in regards to this
6 investigation that FAA performed?

7 A There were certain areas that we were lacking
8 all proper information, and he would state that they
9 should be in better order.

10 Q Could you give me some examples of these
11 discrepancies? What was lacking or what could be
12 improved?

13 A The -- I'd have to go over some of the listing
14 of the FAA.

15 Q Well, maybe a little better still then, what
16 changes had you made as a result of that FAA inspection?
17

18 A We maintained a tighter control on all the
19 records coming in.

20 Q And what type of control did you need? Were
21 they not coming or what was taking place?

22 A I'd have to go over it a little bit more on
23 exactly where our problems lied. There were a few
24 problems with AD's. There was an AD that came out
25 on ultrasonically testing of cylinders. There was
a problem there. We were not complying fully with the

1 AD. Fred Wheeler was stating that we had to inspect
2 these cylinder heads, seeing they were not ultra-
3 sonically tested, inspect them on the engine cycle.
4

5 That was one of the problem areas.

6 Q When these various AD's do come out, do they
7 come directly to you or do they go into the maintenance
8 operation, basically?

9 A They're addressed to Antilles Air Boats. They
10 could go to the operations department. They come
11 directly to the maintenance department. Whoever
12 actually picked up the mail and noticed that it
13 was an airworthiness directive to route it to
14 operations or to the maintenance department. Whoever
15 it might apply to.

16 Q What I'm trying to get at though, are you
17 responsible for maintaining the AD listings?

18 A Yes, sir.

19 Q And the records thereof?

20 A Yes, sir.

21 Q And would you say at this particular moment
22 you feel that all the AD's that apply to the engine
23 or airframe of this particular aircraft that you
24 have on file somewhere? Or had on file?

25 A At the time of this accident?

Q Yes, sir?

1
2
3 A Yes.

4 Q There's an AD 56-6-2 which was not made part
5 of the exhibit because I just assumed you all had
6 these, that covers -- it's a broad AD, but it covers
7 all Pratt & Whitney aircraft engines; and the subject
8 is cylinder stud failures.

9 Now, in the maintenance records that I
10 reviewed there was no reference ever made to this
11 particular AD. Now, do you know if the FAA, when
12 they inspected your facility and your problem area
13 of records, do you recall if they had mentioned your
14 compliance or non compliance with this AD?

15 MR. CARNEAL: Mr. Chairman, it might be
16 helpful if Mr. Anusewicz could see a copy of the
17 AD in question.

18 It might refresh his recollection.

19 THE CHAIRMAN: Your observation is absolutely
20 correct. We'll take five minutes to look at it.

21 (Short recess taken.)

22 THE CHAIRMAN: On the record.

23 We'll continue with the hearing, Mr. Kraus,
24 and if this is not an exhibit let's enter it into
25 the record and identify it, and make it a part of
our exhibits at this time.

MR. THOMAS: This exhibit will be 7G, 7Golf,

1 and it will be distributed to the parties the first
2 thing in the morning.
3

4 (The document above-referred to
5 was marked as Exhibit 7G for
6 identification.)

7 THE CHAIRMAN: That is assuming, of course,
8 that neither counsel for Antilles nor the FAA
9 have any objection.

10 MR. CARNEAL: No objection.

11 MR. HARRISON: No objection.

12 THE CHAIRMAN: Thank you.

13 BY MR. KRAUS:

14 Q Mr. Anusewicz, now since you've had an
15 opportunity to review that, could you tell me have
16 you ever seen or heard of anything of that nature?

17 A Yes. I've seen this AD before.

18 Q And do you recall making any reference to
19 it in any records that you kept or keep for all
20 the aircraft?

21 A No, sir. As it states at the top it applies
22 to all model engines and compliance required as
23 indicated. Where it goes on to say about the
24 cylinder flange attachment stud failing during
25 engine operation, if there was such a problem we
would take care of it at that time. I don't believe

1 we've had such a problem that we've seen visually
2 to take this AD, to comply with it. Other than
3 having engines coming in for service from an overhaul
4 base, they would be subject to comply with this,
5 to make a recording.
6

7 Q And --

8 A On our inspection cycle, on our engine
9 inspections; one; three; and five, these are all
10 engines inspections. And No. 32 of this particular
11 inspection sheet we make reference to the flange and
12 the hold down nuts for visual inspection. If there
13 was such a problem and we did remove the cylinder
14 to check the studs we would comply with this; but
15 there was no reason for us to comply.

16 It says "compliance as required as indicated".
17 We have complied by making sure that the engine
18 overhaul has complied with this.

19 Q So, you feel that that is more or less an
20 engine overhaul function?

21 A Yes, sir. We are making visual inspection
22 on our engine cycle inspection.

23 Q But when you get an engine, we'll say, out
24 of the Caribbean Airmotive operation, let's say, with
25 zero time on it you'd expect that particular bulletin
would have been complied with?

1
2
3 A Yes, sir.

4 Q Next, in your three year's experience here
5 at Antilles have you ever seen or in any of the
6 records that have been turned in for approximately
7 15 aircraft any cylinder stud failures?

8 A I do recollect at some time there have been
9 cylinders changed or taken off for studs, and we've
10 complied with the AD note.

11 Q And would you expect then that at least a
12 record would be made in the logbook or in the log
13 page, the maintenance log?

14 A There would be an entry in the logbook
15 stating that a particular cylinder was removed and
16 replaced and for what purpose it was replaced.

17 Q Do you know if on any of the one, three and
18 five inspection form, which is the engine inspection,
19 that any special references are made in regards to
20 examining the studs a little closer than normal? You
21 might say based on that AD?

22 A No, sir. Because a good portion of the studs
23 are not noticeable on these inspections.

24 Q What do you mean?

25 A This would be on an overhaul basis.

Q On an inspection type of program how would
you expect a mechanic to carry that portion out there?

1
2 A I'm not a certified mechanic to say how a
3 certified mechanic would do it.

4 Q If there is no particular information on any
5 of these three inspection forms at the time the
6 inspection on the engine is due, in regards to
7 examining the cylinder studs would you expect someone
8 within the company that prints up these inspection
9 forms to make a special note on that form to show
10 that this AD is an active AD and they should pay
11 particular attention to examining the studs with
12 whatever method they use?

13 A I suppose a bulletin could be put out to make
14 sure that the reference was to a number. That is the
15 only thing that is probably lacking on that inspection
16 sheet, is making reference to the actual AD note.

17 It is a requirement that is required. It's
18 not something that we're actually looking for. We're
19 looking at the cylinder hold down nuts. We're looking
20 for any particular problem. Without the inspection
21 sheet we are not making reference to this AD note,
22 no.

23 Q I noticed on examining all the other engine --
24 specifically engine inspection sheets that you do have
25 a space on there -- I should not say space -- an
additional copy form that states the cylinder head AD

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is complied with?

A Yes, sir.

Q Why was that particular sheet made up, compared to putting it in a printed form on the inspection sheet as the other AD's are? On the inspection sheets?

A Well, that particular AD is our most current AD. To get that into the program immediately when this AD came out and I was aware of it I made copies and personally attached it. REcalled all inspection sheets and personally attached it to it, so it would definitely looked at and complied with.

Q All right. Mr. Hearing Officer, would you give the witness Exhibit 7E.

(Witness given exhibit.)

A Yes.

Q I'd like to refer to Page 2 of that exhibit. Specifically, the airworthiness findings, airmen, in the middle of the page there. Is it any part of your responsibility to make a listing of all the proper certified and non certified mechanics? Do you make that available or do you make a record of that in your department?

A There is a record on file of the certified and

1 non certified mechanics.

2 Q Who submits those names to you to put on
3 that list?
4

5 A I compiled the information myself from the
6 personnel records.

7 Q So, basically you go to the personnel
8 records to find out, we'll say, who has an ASP
9 or an A, whichever he may have; or who has no license
10 whatsoever?

11 A I wouldn't necessarily go -- I would go to
12 the personnel records to gain a list of all people
13 under the maintenance department. We only have a
14 few certified, or more than a few, certified mechanics.

15 So, I would go to them and take their number
16 and put it on file. That's how I come by having a
17 list of the certified mechanics. They wouldn't in
18 the personnel department actually have a copy of
19 their license or number. I don't know if they do --

20 Q No. I'm just looking for the responsibility
21 of just making a list. If I ask you for a list of
22 all the certified mechanics, would it be your
23 responsibility to have that current list available?

24 A Yes, sir.

25 Q Now, in regards to this exhibit that I just
asked, it references the use of non certified mechanics

1 to do --- to perform maintenance work. Now, I realize
2 you're not out doing the work on the aircraft, but
3 was this ever brought to your attention, as to the
4 list being proper and current? And that people were
5 doing this work, non certified people were doing
6 work?
7

8 A Yes. This is one of the items I failed to
9 mention back in the inspection during the month of
10 May.

11 Q All right. Looking at the third paragraph
12 of that airworthiness findings section, it's stated
13 that the use of non certified persons is widespread.
14 Now, I was wondering if you could just sort
15 of elaborate on what you feel or think the FAA was
16 saying here in this regard?

17 A Well, we have more non certified mechanics
18 than we have certified mechanics. We --- they've been
19 with the company for quite a long time, and have
20 been working on the Grumman G21A for a considerable
21 amount of time.

22 They have --- even though they are not
23 licensed they have become quite proficient in the
24 maintenance of this particular aircraft. So, it's
25 widespread they would sign off the inspection. I
think the main problem at that time is they were signing

1 off the certain section of the inspection form, and
2 they wanted a licensed mechanic to sign off each.
3

4 Now, we have people that are certified and
5 are supervisors that check out the work of non
6 certified mechanics. This mechanic would sign the
7 overall inspection of the aircraft. When they say
8 it was widespread, yes, but we have changed that since
9 then to make sure that a certified mechanic signs
10 all areas.

11 We still have uncertified mechanics working
12 on the aircraft, and the same supervision has always
13 been there. It's just on record. The inspection
14 forms are now showing that a certified mechanic
15 is signing and countersigning all uncertified work.

16 Q And therefore, basically doing the work of
17 what we term an inspector? He's double checking
18 their work?

19 A Yes, sir.

20 Q Do you have any idea -- did the FAA review
21 team did they go over each individual inspection
22 sheet and correlate the signatures with the listing
23 you made up? Is that how they arrived at these?

24 A Yes, sir. They went over quite a considerable
25 amount. The exact number of records I don't know, but
26 they went over a considerable amount of records on

1
2 each and every aircraft to come up with the statement
3 of uncertified mechanics being widespread.

4 Q Speaking of the pre-flight inspection form,
5 are you by any chance familiar with that form?

6 A I am familiar with it, yes.

7 Q I notice in all the records that are associated
8 with every day operation we always have a pre-flight
9 inspection form. My particular interest in this
10 form is that on almost all the forms it shows the
11 need for an engine runup? It specifies engine runup
12 and so forth?

13 A Right.

14 Q However, the mechanics that are signing off
15 the inspection form itself are not signing off for
16 the engine runup and in the signature block they
17 merely put a notation.

18 It says, "AC only" and it's been told to me
19 that that's aircraft only. I'm wondering if you're
20 familiar with what is the purpose of that?

21 A I believe that was airframe only.

22 Q Airframe only.

23 A Not aircraft.

24 Q And what does that mean? Or what is the purpose
25 of them signing in that manner?

26 A Well, the certified mechanic who is signing

1 off that pre-flight did not actually runup the
2 engine. So, he did not want to put his signature
3 on the release. This is only in St. Croix, because
4 we are under restrictions of running aircraft up
5 during the evening and night hours. The exact time
6 I'm not sure, but we're --- in the vicinity of
7 Antilles Air Boats, St. Croix, there's a housing
8 project.

9 So, they do not runup the engine. In St.
10 Thomas they do runup the engine. So they do not
11 put airframe only. The pilot would runup the air-
12 craft in the morning.

13 Q Do you know of any particular notices that
14 are out informing the operations, which is the
15 piloting group, that it is their responsibility
16 then to run the engines before takeoff, wherever
they might run them?

17 A I couldn't relate it to a particular
18 bulletin or a certain dated letter; but it has been
19 put out, I believe, at one time.

20 Even the pre-flight sheet that we are now
21 using does exclude the runup and it's approved by
22 the FAA; and it was approved back, the exact date
23 I'm not sure, but it was before the accident; and
24 this particular pre-flight sheet was in a maintenance

1 manual. And it was in one particular manual and
2
3 was not in the other.

4 The -- I think I'm getting lost. Let me
5 get back to the question.

6 Q Well, I think I understand how the system
7 is. One other question along this line. If the
8 mechanics do not sign off this engine runup, and
9 supposedly it's left up to the jurisdiction or the
10 responsibility of the pilot the next morning, if
11 these forms are always showing up blank does that
12 mean that the pilots are not doing it? Would you
13 assume this or would you say they are running them
14 up and not signing the sheet off? To show that this
15 work has been accomplished?

16 Because we have no record at this moment now
17 to show that an engine runup is ever performed to
18 determine the serviceability?

19 MR. HARRISON: Mr. Chairman, I wonder if
20 Mr. Kraus can identify the source of any requirement
21 to runup the engine? It seems to me that if they
22 initiate a procedure for themselves to runup engines
23 and there isn't any requirement, and then they
24 don't do it, it seems that we're spending a lot of
25 time talking about something that doesn't pertain to
anything. All these questions assume a requirement

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3 somewhere or a necessity.

4 I don't know that it exists and we're spending
5 a lot of time on it.

6 THE CHAIRMAN: Mr. Kraus, do you wish to
7 respond?

8 MR. KRAUS: Yes, sir.

9 The form -- I can't remember --- I can get it.
10 The form that is your manual, which is supposedly
11 the manual that the maintenance department uses to
12 perform their duties, has been approved by the FAA
13 in San Juan to be used as a pre-flight inspection.

14 The items on it, I take it, must be sanctioned
15 by them or they wouldn't be on there. You'd take
16 them off. One of the items on there, or a group of
17 items, is the engine runup. I presume the man who
18 signs off this particular form which is initiated
19 prior to every flight in the morning is an authorized
20 form. It's required by someone, and therefore it's
21 not being filled out. And therefore if it's not
22 being filled out I have no way of knowing whether
23 these engines are ever being run.

24 MR. HARRISON: Mr. Chairman, I believe I heard
25 the witness state that the FAA approved a maintenance
26 practice of not running the engines. The maintenance
27 program is the responsibility of the operator, and it

1 is their responsibility to get up the maintenance
2 manual, and if they put something in it and we
3 approve it; or if they take something out and we
4 approve it, it seems we're not talking about any
5 real issue.
6

7 The problem is whether or not there is a
8 requirement, as a foundation for Mr. Kraus' continued
9 questioning on the subject. And I don't know whether
10 there is a requirement.

11 THE WITNESS: I believe that at the time
12 Mr. Kraus -- he does have a pre-flight sheet that
13 does require a runup; but he received that from the
14 maintenance manual that he received. There was
15 another manual, maintenance manual, that had an
16 approved pre-flight sheet that excluded the runup.

17 There might be a discrepancy there.

18 THE CHAIRMAN: Mr. Kraus, any response to this?

19 You got one sheet that says it shall be
20 runup; another sheet that doesn't require runup,
21 is that the problem?

22 MR. KRAUS: No, I have no problem.

23 I have a manual here which was given to me
24 by the Antilles Air Boats Company stating that this
25 is their maintenance manual; and in that maintenance
manual is a pre-flight check form, M2-6, which states

1 on the back side of a one page unit, to run the
2 engines.
3

4 THE WITNESS: That's correct.

5 THE CHAIRMAN: All you want to know is
6 whether --

7 BY MR. KRAUS:

8 Q That's all I want to know. Who signs that
9 runup portion off if it's not the maintenance
10 people?

11 THE CHAIRMAN: Do you know, Mr. Anusewicz?

12 THE WITNESS: No, sir.

13 There is no signature from the pilot on the
14 maintenance log sheets that I know of. It says
15 airframe only, then the mechanic is signing for the
16 airframe only. He's not running up. But if there
17 is no -- if there is no discrepancies on the engine
18 we can assume that there is no problems on that
19 flight coming in from the night before.

20 The engines are started the next morning with-
21 out any discrepancies noted, that we would assume
22 that the engines are in a good working order.

23 THE CHAIRMAN: Mr. Kraus, at this point I'll
24 let the answer stand for itself.

25 Let's proceed.

BY MR. KRAUS:

1 Q Do you know who at your company is the
2 responsible person for filling out and approving
3 the 337 Repair and Alteration Forms?
4

5 A It would be the certified mechanic who is
6 actually doing the work; and then Charles Freehling
7 who stands now as our chief inspector as the
8 inspection authorization.
9

10 Q And you basically collect these particular
11 forms and retain them within each individual aircraft's
12 record system?
13

14 A That's correct.
15

16 Q What else do you do with them? Do you make
17 them out in duplicate? Do you send them to anyone?
18

19 A I make sure they're made out in triplicate;
20 one is routed to the FAA office in San Juan; one is
21 kept in the aircraft file; and one is kept in the
22 inspector's file.
23

24 So, they are made out in triplicate.
25

26 Q All right. Do you have any direct responsi-
27 bility of sending mechanical interruption summaries
28 to the FAA?
29

30 A We sent mechanical interruption summaries for
31 awhile, and Mr. Wheeler who was acting, as I stated
32 before, as a maintenance supervisor said that it was
33 not --- there was not any reason to send it at that
34

1 particular date. To cease sending any mechanical
2 interruption summaries.
3

4 I cannot give the date it actually stopped,
5 the date of this conversation; but after talking
6 with him I no longer had anything to do with that.
7 Up until that time I was responsible for gathering
8 that information from St. Thomas and St. Croix, and
9 filling it out and routing it to the San Juan office,
10 which I did before the 10th of each month.

11 Q But you did say that he told you that it was
12 no longer required?

13 A It was no longer required.

14 Q And that was a statement from him to you
15 directly?

16 A In fact, the way he stated it was that it
17 never should have been a requirement.

18 Q You also keep track of all the STC's as
19 far as filing goes?

20 A Yes, sir.

21 Q So that all the STC's that were in the package
22 that you turned over to the NTSB at the time of the
23 accident, would have been the total collection of
24 STC's applicable to that aircraft?

25 A I believe so, yes sir.

1
2 Q There was a period at the end of September,
3 specifically the date September 24 through 27, where
4 there were also no logbook pages you utilized.

5 And I'm wondering, would a two or three
6 day span or three or four day span of no logbook
7 pages, again would that call your -- I think I
8 asked this basically at the beginning; but would that
9 have called your attention to anything in particular?

10 MR. THOMAS: Mr. Kraus, do you mean September
11 or August?

12 MR. KRAUS: August, I'm sorry.

13 Thank you.

14 THE WITNESS: I knew that the aircraft was
15 out on the line, and could have been used for
16 service.

17 BY MR. KRAUS:

18 Q Are we saying then that basically this
19 aircraft sat, we'll say, for three days at St.
20 Croix and was not utilized?

21 A Would you say that again, sir?

22 Q During this three day span here when you said
23 you knew the aircraft was on the ramp available
24 for service. So, what you're saying it was not
25 utilized and for that three day period it was merely
sitting there available?

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2
3 A No. I believe it was utilized.

4 Q Have you made any changes within the company,
5 even since the accident, to get logbook pages or
6 the responsibility of the maintenance supervision or
7 who it may be at the stations, to get you this
8 particular paperwork which appears to show up missing
9 at times?

10 A Yes. I've made further recommendations that
11 we do have maintenance log sheets that are numbered
12 so that we can keep track of every log sheet we
13 give out. There's no reason for removal or even
14 if there was one that made a mistake, I could void
15 it and put it in the maintenance log sheet and show
16 that it's complied with.

17 These log sheets are on order and we're
18 waiting for them to be in any day now. We still have
19 not received them.

20 Q Okay. One additional area we haven't talked
21 about is deferred maintenance. Do you have a deferred
22 maintenance program or if work isn't quite accom-
23 plished or finished it can be deferred?

24 A Yes, sir. There is a deferred maintenance
25 docket that would be in -- the actual docket would
be now in the rear baggage compartment of each
aircraft. Any time the aircraft would come into

1 inspection and there was a certain item on the
2 inspection sheet that was not an airworthy item, and
3 could be entered into the deferred maintenance
4 docket, they would fill out and send me the originals
5 so that I would have on file in my office a record
6 of deferred maintenance.
7

8 There would be a carbon copy still left in
9 the docket that could be taken out during the time
10 of inspection and going over it to make sure if there
11 was anything they could pick up on. The way we have
12 the system set up all deferred maintenance must
13 be accomplished on the aircraft before the 6C
inspection.

14 Q In other words, going out of a 6C all the
15 deferred's should be cleared up?

16 A Should be cleared up, yes sir.

17 Q Could you give me an explanation of why
18 these particular forms are kept in the rear baggage
compartment?

19 A It was a particular place in the aircraft
20 where a mechanic or a pilot, it was accessible to
21 either. It would not interfere with anything in the
22 cockpit area. It was an out of the way place, but
it was accessible to all.

23 Q Do you feel that all the crew members know
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that they're back there?

A I can only assume that they would know.
Some may know and some may not know.

Q What I'm concerned with is the fact that if
they don't know they're back there how do they know
what items have been cleared in the logbook? Cleared
meaning deferred to some later date.

How do they know those items are back in
this logbook back in the baggage bin?

A They don't.

THE CHAIRMAN: Mr. Kraus, I don't wish to
interfere with questions that you have, but we're
reaching the hour that I have set for recess until
tomorrow.

How much longer do you expect to continue?
Do you have ---

MR. KRAUS: I think at this point I'd prefer
for a recess.

THE CHAIRMAN: You have further questions?

MR. KRAUS: I have a few more questions,
yes. But I would like to give them a little more
lined up and finish up the first thing in the
morning.

THE CHAIRMAN: All right.

This hearing is recessed until 9:00 o'clock

tomorrow morning.

(Whereupon, at 5:00 p.m. the hearing in the above-entitled matter was adjourned to meet again on Tuesday, November 7, 1978 at 9:00 a.m. at the same place.)

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212

I N D E X

EXAMINATION OF:

Thomas Anusewicz
(resumed)

PAGE NO.

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Charles Freehling

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Richard Davis

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James Fay

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Juan Villafane

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Frederick Wheeler

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P R O C E E D I N G S

9:00 a.m.

THE CHAIRMAN: On the record.

The hearing is in session.

MR. THOMAS: Mr. Thomas Anusewicz.

Whereupon,

THOMAS ANUSEWICZ

was resumed as a witness and having been previously sworn, was examined and testified as follows:

THE CHAIRMAN: Mr. Kraus?

EXAMINATION

BY MR. KRAUS:

Q I just have a few clarifying questions from yesterday. One of the captains mentioned a flight log page, and I was wondering if you could just give us an explanation of where is this log page, flight log page, located? Is it part of the aircraft maintenance logbook, or is it a separate booklet that they use?

A It's a separate pad that is in the same folder with the maintenance log sheets, that is kept in the cockpit of each aircraft.

Q And --

A During the day of flight. It is taken out

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after that day of flight, and brought in to the maintenance department.

Q Mr. Hearing Officer, Mr. Montgomery reminded me that someone should remind Mr. Anusewicz that he's still under oath from yesterday?

MR. THOMAS: Yes, that was done before.

BY MR. KRAUS:

Q Do you maintain a file on station daily fuel and oil consumption log, which is Form 118?

A I do.

Q You do?

A I do not now, but I did at the time.

Q Any reason for you no longer recording that?

A There was no regulation stating to keep such a log. I kept it when I started because there was one kept in the past.

Q And this is sort of a clarifying question. Would you explain once again how you make a record of an engine change if you do not get a serviceable parts tag?

A Well ---

Q How do you record that in your records to know that the engine has been changed and the numbers have been changed and so forth? Accessories have been changed?

1 A There would be a entry made in the airframe
2 logbook as of the removal of the engine; the serial
3 numbers off; serials numbers of the engine going on;
4 what time; how many hours are on the engine; and
5 signed off by a certified mechanic.
6

7 Q How about the accessories that are switched
8 or replaced on that engine change? Whether additional
9 components go on?

10 A If --

11 Q How do those additional records go on?

12 A If there was any change in components the
13 serviceable tags would be routed to the records
14 keeping office.

15 Q Would they also put all the numbers down
16 in the serial number column as parts replaced such
17 as new vacuum pump or --

18 A If there was a new vacuum pump, yes sir.

19 Q Do you normally receive any 337 Forms from
20 Caribbean Airmotive on normal engine overhauls?

21 A No, sir.

22 Q And who is now your direct supervisor?

23 A At this time, sir?

24 Q Yes, sir?

25 A Captain Gillies.

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3 Q And I wasn't quite clear yesterday as to
4 was your supervisor prior to the accident?

5 THE CHAIRMAN: Mr. Kraus, I remember very
6 well who his supervisor was from yesterday's
7 testimony.

8 If we can let's stay with the line of
9 questioning. If you really didn't get it let's soli-
10 cit it.

11 I believe the witness testified his immediate
12 supervisor was Captain Blair, and if that's not
13 so you correct me?

14 THE WITNESS: He would be my immediate super-
15 visor. Fred Wheeler did have -- there was a letter
16 stating that he was the assistant general manager
17 of maintenance, but I would actually go directly
18 under Captain Blair because he was in St. Croix;
19 where Fred Wheeler was in San Juan and not really
20 readily available.

21 BY MR. KRAUS:

22 Q Mr. Wheeler played no part in determining
23 your procedures in record keeping?

24 A No, he didn't. He was -- the letter required
25 some of his time in St. Croix or St. Thomas, three
days a week; but we did not see him all those times.

1 Q Could you tell me whose responsibility it
2 would be within the company to see that the parts
3 that are in the stock bin, the rotables -- you class
4 as rotatable spare parts, had serviceable parts tags
5 on them determining their serviceability?
6

7 A I believe it would be the supervisor on the
8 floor as the parts come in. That's not in my
9 job classification so I really couldn't say.

10 Q Do you by any chance know how the parts that
11 are coming in to the company from an outside repair
12 agency, how they come in to your company? Do they
13 all come to St. Croix and St. Croix distributes them
14 to the other bases, or are they shipped directly to
15 the particular base? From the vendor?

16 A Depending on where the part was needed. Our
17 major stock department is in St. Croix. It's been
18 transferred from St. Thomas. We do have a stock
19 department in St. Thomas; but the major amount of
20 stock is kept in St. Croix.

21 It would depend on if it was a part needed
22 for an aircraft that was on the ground in St. Thomas
23 it would be routed directly to St. Thomas to save on
24 the time.

25 Q And the maintenance logbook pages at the end

1 of the day, whose responsibility is it at a particular
2 base to see that those units eventually get to
3 you?
4

5 A In St. Croix I would pick them up from the
6 office in the hangar and then walk upstairs with them
7 in the morning.

8 Q And how about St. Thomas?

9 A St. Thomas, I would expect them to come over
10 as soon as possible, preferably before 9:00 o'clock.
11 The sooner the better for me. I could get my work
12 done as to the status on all aircraft and make
13 decisions accordingly for scheduling maintenance.

14 Q Does this become then the responsibility,
15 we'll say, of the day shift foreman?

16 A Yes, sir.

17 Q Mr. Hearing Officer, would you give the
18 witness Exhibit 20?

19 (Witness is given exhibit.)

20 A Yes.

21 Q Specifically page 21. About three quarters
22 down the page in the first column it's listed as
23 Item 76OG316, February of '76 reads that aircraft
24 had not been weighed within previous three years.

25 And I was wondering who informs whom in

1 maintenance to reweigh these aircraft at any particular
2 scheduled time? Is it your responsibility in keeping
3 track of the records?
4

5 A Yes, sir.

6 Q And could you give us an explanation of
7 why was -- it doesn't list how many aircraft, it's
8 merely plural here; but how many aircraft were not
9 weighed within their proper period of time?

10 A I'm not sure I could answer that correctly
11 without having the information and dates of particular
12 aircraft. There were, in my recollection, a few;
13 more than two aircraft that could have been possibly
14 overdue.

15 Q Well, could you give us an explanation of
16 how they may have slipped through the system and not
17 gotten weighed on time?

18 A I notified Captain Blair about three months
19 before these weight were due, or the aircraft became
20 due to be weighed; and I brought it up to him on a
21 few occasions. He was planning on the weighing. As
22 it drew closer I notified him again. As my supervisor
23 I felt it was his responsibility to have them
24 weighed.

25 Q So, basically, you informed your supervisor

of the situation?

A I informed Captain Blair that they were coming due, yes sir.

Q Thank you. Dropping down one more line to the listing 375 there, by any chance could you give an explanation of what this meant? "Poor maintenance records". What were they referring to in this instance?

A I don't know, sir. If you could be a little more explicit?

Q Well, I only have the --

A It only has the date on the left side there pertains to 2/18/76.

Q Two eighteen seventy six. I just presumed that's when someone wrote this up for that occasion, or this occurrence took place.

A Because at that time I was not in the records department. I was in the hangar maintenance. So, stating poor records, I would imagine when I took over that the records were in kind of disarray. The status sheet was very questionable. Without having a current status sheet daily it would be hard to accurately schedule the maintenance.

Q All right. Now --

A And this is why Captain Blair did appoint

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someone else to have this taken care of. He must have been aware of the situation.

Q All right. Now, would you turn to Page 26 and it's the third item down. This listed as an occurrence that the AD's were in non compliance, unworthy aircraft; and I was wondering since this just happened this year if you could give us some explanation of what this type of complaint particularly referenced?

A I'm not sure which AD they're actually describing here. There was during that time, May 1978, the AD non compliance that I was stating before. I can't give the proper number, but it's the current AD on the ultrasonic testing of the cylinders.

Q Cylinder heads?

A Cylinder heads, yes. Right. At that time, as I stated before, I initiated a sheet to be entered into the maintenance system on inspections 1, 3 and 5 for visual inspection; and this would be on every 50 hours. Every 100 hours, excuse me.

At that time the AD would be reading every --- the visual inspection every 150 hours. This is the information that I received from Mr. Wheeler from the engine shop.

1 Q All right. Dropping down to the last item
2 on the page, "several inspections and several defi-
3 ciencies noted". I realize these are broad
4 terminologies, but since they are fairly current
5 I thought maybe you might have been notified of some
6 of these items, and what corrective action might
7 have been taken?
8

9 A Which items, sir?

10 Q The last one, on 5/16/78?

11 A I'm not sure what it's referring to.

12 Q Thank you. Would you Mr. Hearing Officer
13 give the witness Exhibit 2P.

14 (Witness given exhibit.)

15 A Yes.

16 Q Specifically Page 9. And it's Item 6 on
17 Page 9, which is the second paragraph. Do you want
18 to just read that over briefly and see if you can
19 give me an explanation of what the problem was there?
20 That they were referring to records were not maintained
21 to reflect the status?

22 A The airworthy directive that it says is not
23 being maintained on the engines. The one that would
24 be in question there was the one I was just referring
25 to on the cylinder head. Propeller AD's are complied

1 with at overhaul, and it would not be an AD that
2 would be maintained at our installations. And if
3 I'm correct I believe it would be the same with
4 the appliances.
5

6 AD's on the appliances would also be taken
7 care of on an overhaul basis. We are not a certified
8 repair station. But I'm not sure on the appliances
9 themselves.

10 Q All right. On Line 3 the reference is the
11 AD's for the engine. Are you then saying that all
12 the AD records -- or the AD's that are complied
13 with at the engine overhaul facility are kept at
14 the engine overhaul facility and you have no way
15 of knowing, then, what AD's have been done on
16 components overhauled somewhere else?

17 A All the information is on file at the engine
18 overhaul, as far as Caribbean Airmotive. They should
19 be on their stamp in each engine logbook, compliance
20 and which AD's they have complied with.

21 Q Just evaluating your explanation, would you
22 say then that since the FAA wrote this item up here
23 that they were not aware of the procedures that you
24 all were utilizing?

25 A I'm not really --

MR. HARRISON: Mr. Chairman, I don't know how

1 he can speak about what the FAA was or was not
2 aware of.

3 THE CHAIRMAN: Mr. Kraus, would you like
4 to rephrase or retrack?

5 MR. KRAUS: I'll just retrack that statement.

6 THE CHAIRMAN: All right.

7 BY MR. KRAUS:

8 Q Would you turn to Item 12, on the bottom of
9 the page. Specifically listed there is Aircraft
10 77V, and I'm wondering if you can tell me now if
11 that aircraft, at the time of the accident, had
12 two different type propellers installed?

13 A No, sir. This was a problem with the
14 serviceable tags. The item, the serial number the
15 way it reads here, HCV3Z; the Z in one and the R in
16 another are the difference in the models. We
17 received that tag designated R, which was wrong.
18 The same propeller, the Z propeller, was all we had
19 been using. There was no mix of these propellers.

20 Except the serviceable tags showed that it
21 was an R. So, I contacted the party at, I believe
22 it was, Aircraft Propeller in Tampa, Mr. Lee McCutcheon,
23 and talked the situation over with him; and we had
24 duplicate tags come back to us, and this has been
25

clarified with the FAA, within a few weeks of the discrepancy.

What's I'm saying is that the only props that we were using were the HCB3Z30-2E.

Q These are the only ones, basically, in your possession?

A The only ones that we use.

Q Do you know if this is the model propeller that requires the AD compliance to the engine? In regards to the dynamic dampers?

A I'm not familiar with that.

Q Just one last question. In your responsibility — since you had responsibility in the aircraft records department, has any of the records keeping that you performed ever applied to the Convair 440's?

A No, sir. They have not.

MR. KRAUS: Thank you.

That's all I have.

THE CHAIRMAN: Mr. Carneal?

MR. CARNEAL: Thank you, Mr. Chairman.

Just a couple of questions for clarification.

BY MR. CARNEAL:

Q There was some discussion yesterday, Mr. Anusewicz, of your engine runup procedures. As I

1 understand it, the FAA does not require that your
2 engines be runup by your mechanics during the
3 pre-flight, is that correct?
4

5 A That's correct, sir.

6 Q They are, of course, as a matter routinely
7 runup during pre-flight by your pilots?

8 A Yes, sir, and by regulation.

9 Q There was also some mention of work by
10 uncertified mechanics. And just for the benefit
11 of any members of the public who might have been
12 present at the hearing and been confused.

13 The Federal Aviation Regulations do not
14 preclude work by uncertified mechanics on your
15 engines so long as that work is inspected and checked
16 off by certified mechanics, is that correct?

17 A That's correct.

18 Q You now report to the chief of maintenance,
19 Captain Ron Gillies?

20 A That's correct.

21 Q How has that been of benefit to you in carry-
22 ing out your responsibilities? The fact that you
23 now have a chief of maintenance to report to directly?

24 A Well, we've really needed someone that has
25 the expertise in the maintenance department, and to

1 maintain the control that we need in that department.
2 That really has made a positive effect in our
3 operations since the accident in the last two
4 months. It's something we've needed for a long
5 time.
6

7 And we are making quite a bit of advancement
8 now.

9 Q Since the accident on September 2 has the
10 company taken any actions in your area of responsi-
11 bility that to your mind constitute an upgrading
12 of your procedures that you would care to comment
13 on?

14 A I've gained a lot more knowledge with having
15 the expertise that is needed in the department
16 itself. Before there was an awful lot of work to
17 do and no one really to head up the team to make
18 it work.

19 MR. CARNEAL: Thank you, Mr. Chairman, that's
20 all.

21 THE CHAIRMAN: Mr. Harrison?

22 BY MR. HARRISON:

23 Q Refer, if you will, to Exhibit 7D.
24 (Witness given document.)

25 A Yes.

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3 Q Who prepared the daily aircraft status
4 reports?

5 A I do, sir.

6 Q And when in respect to the time you come to
7 work would you prepare this report?

8 A I arrive at work somewhere between seven and
9 seven thirty, Monday through Friday. Occasionally
10 on weekends, depending on the work schedule of the
11 amount of aircraft that are actually flying.

12 I pick up these sheets as soon as I come
13 in and start working on the aircraft that slept in
14 St. Croix, and St. Thomas routes them as soon as they
15 can. If they're having any particular problems in
16 the morning it might take as long as 10:00 o'clock
17 or maybe even a little bit longer.

18 If so, I would go to the individual aircraft
19 and take the information myself. So, this information
20 is put out before noon of each day.

21 Q All right. Take August 29, the first page
22 here; where was aircraft 77Victor when you obtained
23 the information set forth in this page?

24 A This aircraft was in St. Croix.

25 Q And what time of day was it that you obtained
the information on 77Victor?

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3 A It was -- I'm not sure that was the date
4 I obtained anything. The record is showing here
5 at this particular time, at the point it did not --
6 if there was no paperwork to record and the plane
7 flew I would refer back to the logbook.

8 As I stated before this is a summary of
9 exactly what is in each aircraft logbook.

10 Q Are you responsible for providing to your
11 operations people, do you give them number of
12 aircraft for each day's scheduling?

13 A Yes, sir.

14 Q Were there any aircraft available at St.
15 Croix which could have been scheduled other than
16 77Victor?

17 A No, sir.

18 Q Did you call the fact that no other aircraft
19 were available to the attention of any one person?

20 A I'm not sure of the question, sir?

21 Q Well, when scheduling the aircraft for
22 operations were you aware that 77Victor had only
23 .2 of an hour remaining before the required check?

24 A Yes, sir.

25 Q And when did you become aware of that? Were
you aware the day before?

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3 A I was aware -- I follow the status sheet
4 pretty closely and can pretty much pinpoint when
5 these aircraft times are going to be running out.

6 Q All right. And did you speak with any person
7 with regard to the lack of any aircraft to place
8 in service instead of 77Victor?

9 A I had scheduled that aircraft for inspection.
10 If it is utilized I don't feel that it is my
11 responsibility.

12 Q When did you schedule it for inspection?

13 A I believe there's a status sheet showing
14 that this aircraft was tentatively scheduled for
15 the 26th.

16 Q All right. Then on the 26th was there an
17 aircraft available to be utilized in place of 77Victor
18 for the operations requirements for scheduling?

19 A I don't believe so.

20 Q When you became aware of that fact did you
21 discuss it with anyone?

22 A I discussed it with Captain Blair, just
23 briefly. Told him that the inspection was to be
24 performed, being a 6C inspection, at a particular
25 date; and I don't recall his exact statement but
26 the aircraft would be brought into inspection when

1 he saw fit. He was the general manager and we had
2 no director of maintenance at the time, so he was
3 acting in that behalf.
4

5 Q So, each day thereafter that the aircraft
6 flew you were aware that it was being run over the
7 time specified in your inspection intervals?

8 A That's correct.

9 Q Who else was aware of it?

10 A I imagine there was a few people. This
11 status sheet is posted in different areas of our
12 operations.

13 Q Who else did you talk with about it?

14 A I don't believe I actually talked to anybody
15 about it. Captain Blair was aware of the situation.

16 Q Did you receive any complaints about the
17 status of the aircraft?

18 A No, sir.

19 Q Did you have any reaction or reflection on
20 the circumstances under which this aircraft was
21 being operated?

22 A Well, it made my job a lot tougher as far as
23 scheduling aircraft. So, that was my main concern
24 because that was when my job came in. If this
25 inspection was not being accomplished on schedule,

other aircraft were coming up and we were going to have quite a few aircraft at the same time.

So, my concern lies mostly with my particular job in scheduling.

Q At this time could your maintenance facility have accommodated this aircraft for the conduct of the required check?

A No, sir. Not on 6C. It is quite extensive, for the most part. Being the end of our 900 hour cycle; and being an airframe inspection. Our airframe inspection, our man hours are more involved in the engine inspections.

Q Well, was it because the maintenance facility could not accept the aircraft that it was not put into your facility?

A That's correct.

Q How long did this situation exist?

A Could you clarify "this situation"?

Q Was it because of a lack of personnel or was it because there were other aircraft being worked on? That the maintenance facility could not accept this aircraft?

A I would say it was a lack of personnel for the amount of aircraft that they expected on the line at

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the time.

I say "on the line" for the daily operations. I believe they were utilizing possibly as many as eight or nine aircraft at that particular time.

Q Were there other times when aircraft were operated beyond the inspection intervals, with your knowledge, because the maintenance facility could not accept it?

A Yes, sir.

Q Over how long a period?

A A period of -- I'm not sure I understand what period you're talking about? How long the aircraft was over? Or how long this had been the situation?

Q Yes. How -- over how long a period had it been the practice to operate aircraft in excess of the required inspection intervals because your maintenance facilities could not accept the aircraft to perform the work?

MR. GIBBS: Mr. Chairman, I don't think there's been any testimony that that was the practice of the airline doing any such thing.

Mr. Anusewicz testified that he had personal knowledge of other occasions when aircraft were not inspected --

MR. HARRISON: I'll withdraw the question.

THE CHAIRMAN: Objection sustained.

BY MR. HARRISON:

Q Were there other instances during 1978 when you were aware that aircraft had been operated in excess of the required inspection intervals?

A I believe I could say that yes it has happened in 1978.

Q All right, 1977?

A Yes, sir.

Q Nineteen seventy six?

A It would be hard for me to say, sir. Not being in the department that I am in now.

Q All right. Since you have been in the department.

A It has happened, yes sir. As far as happening frequently, without having proper records it's hard to say, but it has happened, yes sir.

Q Now, who was aware of this other than you and Captain Blair?

A I would imagine other people in the operations department. What other pilots would be involved I'm not sure, sir.

Q Have you ever had complaints from any of your pilots concerning the practice of operating these

1 aircraft in excess of the required inspection
2 intervals? You personally?
3

4 A There were certain pilots who knew the
5 circumstances and were very much against it. Were
6 kind of upset at something like this happening.
7 It really was not necessary.

8 Q Can you remember specifically any particular
9 pilots that pointed this out to you?

10 A No, sir. I couldn't.

11 Q Were the pilots aware that it would be a
12 violation of the Federal Aviation Regulations for
13 them to operate the aircraft when it was beyond it's
14 required inspection interval?

15 A I'm sure they would, sir. I believe that
16 they would. I am assuming that they would.

17 Q Was there a practice for only certain
18 pilots to operate the aircraft that were beyond
19 their required inspection interval?

20 A I would say there were certain pilots in
21 the management level under Captain Blair that if
22 Captain Blair stated it as such.

23 Q Who?

24 A Captain Lincoln; Captain Scott, his chief
25 pilot.

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3 Q Have you discussed with them the practice
4 of operating the aircraft without preparing or
5 completing the appropriate paperwork?

6 A I imagine in the past I have talked to them.
7 I couldn't remark on any particular conversation.
8 I believe they're very much aware of the situation,
9 too. I would assume that they were also acting
10 under Captain Blair's orders.

11 Q Now, in the past when this has occurred,
12 when the aircraft actually gets through its required
13 inspection, has there been any occasion when the
14 paperwork was prepared to catch up to the time
15 intervals which appear in the aircraft -- is there
16 a tachometer in the aircraft? Recording tachometer?

17 A No, sir.

18 Q So, the only record of the time of the
19 aircraft is the paper that is prepared?

20 A That's correct.

21 Q In the past when the aircraft has been
22 operated beyond the required inspection intervals
23 has any paperwork been prepared to catch up this
24 time?

25 A If there was no paperwork there would be
nothing to show that it did not fly, and it would pick

up from the date that the inspection was accomplished.

Q So, in fact, if the aircraft was operated 20 hours beyond its inspection time that fact would never be recorded, is that correct?

A That's correct.

Q Are you required to have the maintenance program pursuant to Federal Aviation 135.60?

A Say again, sir?

Q Are you required to have an approved maintenance program pursuant to Federal Aviation 135.60?

A I'm not certain on that question, sir.

Q All right. Do you know if you do have a required -- or excuse me, an approved maintenance program?

A Yes, we have an approved maintenance program.

Q Under that maintenance program are you required to conduct the inspections at the specified intervals?

A Yes, sir.

Q Subject to that five hour period, five hour grace period?

A That's correct.

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3 Q Under that program, however, can you schedule
4 an aircraft for use when you are into the five hour
5 interval, grace period?

6 A Could you repeat that question again?

7 Q I could restate it, perhaps, a little better.
8 After an aircraft is past the inspection interval,
9 say it was 50 hours, you can't use that five hour
10 grace period to schedule aircraft under your
11 program?

12 A By regulation, no.

13 Q Had you ever discussed with Captain Blair
14 in conjunction with any of the violation actions
15 that had been taken, or corrective actions taken by
16 the FAA? This practice of operating aircraft
17 in excess of the time intervals without keeping
18 the proper records?

19 MR. GIBBS: Mr. Chairman, again, I --- perhaps
20 I should have objected before. We keep using the
21 word "practice". I think the testimony is of
22 Mr. Anusewicz that he knows ---

23 MR. HARRISON: Withdrawn, Mr. Chairman.

24 MR. GIBBS: Thank you.

25 BY MR. HARRISON:

Q Was it the practice to operate aircraft in

1 excess of the required intervals without keeping
2 any paperwork reflecting the operations?
3
4

5 A Could I have that again?

6 Q Yes. Was it the practice of Antilles to
7 operate aircraft beyond the required inspection
8 intervals without keeping appropriate paperwork?

9 MR. GIBBS: Mr. Chairman, again, I would
10 ask you to pass on the use of the word "practice."
11 If that means a matter of company policy or does that
12 mean it happened from time to time. I'm not sure
13 I know what it means and perhaps we could clarify
14 that.

15 THE CHAIRMAN: Mr. Gibbs, I understand your
16 objection. I have listened to testimony here by
17 the witness that over a period of three years they
18 have scheduled aircraft in excess of that which is
19 allowed.

20 Now, I have to assume that over a period
21 of three years it's not incidental or random. I
22 don't know how long it is. If Mr. Anusewicz knows
23 I want him to answer and your objection is overruled,
24 sir.

25 THE WITNESS: It has happened, as I've
stated. Practice, depending on the inspection. There's

1 a certain amount of man hours involved in each type
2 of inspection. If it was a certain inspection that
3 we had room for we could go on for a period of
4 quite some time before it -- before something like
5 this could happen. If the situation arose that
6 there was a demand for a certain number of aircraft,
7 maintenance had enough work and it couldn't handle
8 any more, if the plane was running out of time
9 it would just have to sit until we got to it.
10

11 So, if the aircraft was sitting and they
12 needed it they would take it. Practice? No, sir,
13 I wouldn't say it was a practice.

14 BY MR. HARRISON:

15 Q All right. Is there any way now it can be
16 determined to what extent all or any one of these
17 aircraft have been operated cumulatively beyond the
18 required inspection intervals?

19 A No, sir. Without proper paperwork I
20 couldn't say.

21 Q So, it could be one or all that is currently --
22 that currently has paperwork reflecting current times
23 which are incorrect?

24 A There is a possibility, yes.

25 Q Probability?

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3 A Of one or all?

4 Q Yes.

5 A Yes.

6 Q Have you had any experience in the past
7 wherein FAA inspectors have come into your facilities
8 conducting surveillance?

9 A Yes, sir.

10 Q And what would they look at your records?

11 A Yes, sir.

12 Q How can they determine whether or not you
13 were following their maintenance program if you
14 don't keep any records?

15 A That would be hard to see by just opening
16 a logbook and seeing that the times have been added.
17 If they cross referenced it to the maintenance
18 log sheets that are kept on them, they would assume
19 that the -- that everything was in order.

20 Q Have you presented logbooks to FAA inspectors
21 for review?

22 A Yes, sir.

23 Q Logbooks which did not properly reflect
24 the time of operation of the aircraft?

25 A Correct.

Q Did you advise them of that fact?

1
2
3 A No, sir.

4 Q Did anybody in your company know that you
5 had done this?

6 A Had done what, sir?

7 Q That you presented logbooks to the FAA
8 which did not reflect the times of operation, the
9 correct times of operation?

10 A I would imagine that Captain Blair and the
11 people who flew the aircraft, if there was not
12 paperwork sent to me, they must know that the
13 aircraft logbooks are incorrect. They knew that
14 officials, FAA inspectors, were coming in. They
15 must have known that they were going through our
16 records, periodically.

17 Q Do you recall your testimony yesterday about
18 buying the engines down in Forth Worth?

19 A Yes, sir.

20 Q What was the price of those zero time engines
21 to Antilles?

22 A Well, on first contacting Mr. Faxle there
23 was I believe approximately three engines that he
24 had that were being cancelled from another company;
25 and he's a small outfit and he didn't want to take
a loss on having them there. So, we gained a pretty

1 good price of, I believe, it was about \$5,400 per
2 engine; first engine costing higher. If we bought
3 all three the third engine would have costed us
4 in the high four thousands.
5

6 For an overall figure of about \$5,400. I'm
7 not quoting the figures. I'm just going back in
8 time.

9 Q All right. What were the prices on the engines
10 to be obtained from Mr. Talkington?

11 A The one invoice that I saw was, I believe,
12 \$4,400 for one; and \$4,500 for the other.

13 Q Was there any difference in the engines,
14 that you're aware of?

15 A No, sir.

16 Q Did they come the same way? Either with
17 all the components attached or without all components
18 attached?

19 A It did not have all components, all the
20 accessories attached.

21 Q Were there more accessories on the engines
22 you acquired from Mr. Talkington? Do you know?

23 A From Mr. Talkington?

24 Q Yes.

25 A No, sir. There was just a 985 engine. There

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were no accessories or anything involved.

Q Did you discuss the purchase of those engines with Captain Blair?

A When he notified me that the engines that I was going --- there were two engines involved with Forth Worth Engine Overhaul. He stated at that time that he found another source and requested me to cancel my order.

I asked him a little bit more about the engines and he said that Mr. Fred Wheeler and himself would be handling it. So, since my responsibilities don't lie, usually, in the purchasing of engines, but having --- after talking with Ralph Faxle we became friends, as far as our correspondence. And he would let me know when he had an engine available and we did have good service, and the paperwork was in order. So, once I was relieved --- after cancelling the engines I was just relieved of any purchasing assignment.

Q With respect to the engines you received from Forth Worth did you receive the paperwork on those engines?

A Yes, sir. I did.

Q Did you receive the paperwork on the engines

1 purchased from Mr. Talkington?

2 A No, sir. Other than receiving an engine
3 logbook with a letter inside the cover stating this
4 has a certain number of hours. Information on record
5 at his file, which I believe was in California.
6 It also had a work order stamp from Caribbean Air-
7 motive inside.

8 Q And did you receive that logbook and that
9 letter and the work order stamp soon after the
10 delivery of the engines? *

11 A Yes, sir. We had that before the installation
12 was made on the particular aircraft.

13 Q All right. Was that work order stamp
14 properly filled out?

15 A I don't recollect now. I'd have to take
16 a look at the logbook.

17 Q I'm not sure we have that in the record.
18 Let me ask Mr. Kraus.

19 MR. HARRISON: Do we have a copy of that
20 logbook page?

21 MR. KRAUS: Not as an exhibit, no sir.

22 MR. HARRISON: Do you have it?

23 MR. KRAUS: I don't have it here with me.
24 I have it in my office in Washington. It is
25 available.

BY MR. HARRISON:

Q Well, that work order stamp you were aware that there was no work order filled out, weren't you?

A No, sir. I was not.

Q Are the work orders from Caribbean Airmotive sent to you for your records?

A No, sir. Not in the maintenance records department. There is some sort of invoice to the accounting office.

Q But you're not aware of the -- you did not receive in the normal course of business the copy of the invoice?

A No, sir. I did not.

Q Is the work order stamp your only record of whether or not the records are in order at the repair station?

A Yes, sir.

Q If someone decides to install an engine do they have to determine from you whether or not the records are in order?

A No, sir. On this particular logbook we had, what I believe was a serviceable engine release from Caribbean Airmotive under a certain work order.

1 Q Where was the engine installed in 77Victor?

2 A I believe it was installed in St. Croix.

3 Q At the time of installation the serviceable
4 parts tag should have been removed from the engine,
5 is that correct?

6 A I don't believe there was any serviceable
7 tag. We were still going on the work order from
8 Caribbean Airmotive and on that work order only.

9 Q Well, shouldn't a work order form then have
10 accompanied the engine, if it didn't have a service-
11 able parts tag?

12 A Say again, sir?

13 Q Shouldn't the work order form have accompanied
14 the engine if it didn't have a serviceable parts
15 tag?

16 A To my belief the work order was on file
17 at Caribbean Airmotive. This was a certified
18 repair station releasing it.

19 Q Where was the release?

20 A That Caribbean Airmotive stamp inside the
21 logbook.

22 MR. HARRISON: Does anybody here have a copy
23 of that page?

24 MR. KRAUS: Mr. Chairman, I don't have a
25 copy here, no sir.

1
2
3 MR. HARRISON: I think that that should be --
4 I think a copy of that page should be added to the
5 record.
6

7 THE CHAIRMAN: We have custody of that page,
8 Mr. Kraus?
9

10 MR. KRAUS: Yes, sir. I have the logbook
11 and that copy of the page.
12

13 THE CHAIRMAN: It will be entered into the
14 record and copies will be furnished all parties.
15

16 MR. HARRISON: I'm sorry?
17

18 THE CHAIRMAN: I say we will enter it into
19 the record and copies will be furnished all parties.
20

21 MR. HARRISON: Thank you.
22

23 BY MR. HARRISON:
24

25 Q Who installed the engine?
26

27 A I'm not sure without looking at the airframe
28 logbook to see who signed it off.
29

30 Q And do you know who approved the aircraft
31 for return to service?
32

33 A Also I'd have to look at the logbook.
34

35 Q Is the -- is it the normal practice of
36 Caribbean Air motive to furnish data concerning the
37 operation of an aircraft engine on a test stand,
38 for your records?
39

1 A We have received information on their
2 runups in the past, but since they've been a certified
3 repair station I believe that that is all on record
4 at Caribbean Airmotive itself.
5

6 MR. HARRISON: Thank you.

7 That's all I have.

8 THE CHAIRMAN: Mr. Montgomery, you have a
9 question?

10 MR. MONTGOMERY: Yes, I do sir.

11 I'm sorry. With the light behind there is
12 a silhouette and I didn't realize you're looking
13 over this way.

14 THE CHAIRMAN: Well, what I think we'll do
15 is -- we've gone through tech panel; Mr. Carneal;
16 and the FAA with Mr. Harrison. We'll come to the
17 chair now and Mr. Clarke, do you have questions?

18 MR. CLARKE: One or two.

19 BY MR. CLARKE:

20 Q Mr. Anusewicz, in your statement which is
21 in Exhibit 7B, you indicate that Captain Blair
22 verbally expressed to you that the aircraft, 77Victor,
23 was in good condition.

24 When did you have that conversation with
25 Captain Blair?

A Exactly the time I don't know. He would step

1 out of the aircraft. I think him knowing my concern
2 knowing that the aircraft was overdue, maybe it
3 was a reassurance to me that the airplane was in
4 good shape. I'm sure he stated it was as far as
5 his inspections and handling of the aircraft it was
6 in good order.
7

8 Q And did this happen each day or did this
9 happen just once? I mean, when did it happen?

10 A It happened at one particular day. I don't
11 meet Captain Blair coming out of the aircraft with --
12 especially at the end of the day when the aircraft
13 is through. My day would probably have been over
14 and he would make -- if there was a particular
15 problem he would have told someone in the maintenance
16 department that he did have a problem. These
17 circumstances where he did fly the airplane out of
18 time there's no record of maintenance, but maintenance
19 was performed on the aircraft, I'm sure.

20 Q But did you tell Captain Blair that you
21 weren't receiving the log sheets that you normally
22 should be receiving?

23 A Well, he knew that I was not receiving log
24 sheets because there was no log sheets to pass on
25 to me. There was no -- I felt there was nothing for

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me really to say. To tell him I wasn't getting the log sheets because he knew I wasn't getting log sheets.

Q And this situation that relates now to 77Victor, this occurred on other occasions with other aircraft as well?

A It has happened in the past, yes sir.

MR. CLARKE: Thank you.

THE CHAIRMAN: Mr. Stuhldreher?

BY MR. STUHLDBREHER:

Q Mr. Anusewicz, these conversations you had with Captain Blair, did you say something to him to the effect that the plane was overdue for inspection or was coming up within .2 of an hour for inspection?

A No, sir. I did not make any statement to him.

Q Did you feel that he was aware of that, though?

A Yes, sir. I did.

Q What do you base that on?

A Based on the information that I had. On the maintenance log sheet itself where it states at the top "inspection due time". He's known that

1 its stayed constant for a certain amount of time.
2 The maintenance department, as far as the scheduling,
3 the status sheet is available to the operations
4 department. It had stated on an earlier date that
5 that inspection was to be accomplished. Whether we
6 could get to it or not that plane was to be in
7 St. Croix.

8
9 Q You say that you recall that the plane was
10 initially scheduled for inspection on August 26?

11 A I believe that was the date. There is a
12 status sheet that I did submit to the National
13 Transportation Safety Board that did, I believe, have
14 the date on it.

15 Q Under the circumstances or as the situation
16 existed at that time, if the plane had been taken
17 off the line for a 6C inspection how long would it
18 have been off the line before the inspection would
19 have been completed and the plane could have returned
20 to service?

21 A 6C would be very hard to come up with an
22 amount of time. Depending on the inspection itself,
23 that would not take that much time. The repairs on
24 what we had found and -- it would take a few days,
25 initially, to come up with an amount of time; but I

would say it would be approximately two weeks.

Q Two weeks it would be off the line?

A Yes.

Q Just one other question, I believe you stated in answering a question by Mr. Harrison there was no difference between the engines that were being supplied from the Fort Worth dealer as compared to those supplied to Mr. Talkington.

Did you just mean that in the physical makeup of the engine?

A No. I misunderstood the question.

Q There was a difference?

A I thought he meant the two engines we received -- the difference between the two engines that we received from Talkington.

Q There was a difference between the two sets of engines, and that was the time it was overhauled, is that correct?

A The difference between the engines from Fort Worth and Aircraft Distributors?

Q Yes.

A Yes. There was a noticeable difference.

The engines we received from Fort Worth were very clean. They were completely overhauled. They were

1 zero time. You knew they were zero time from the
2 condition of the engines.
3

4 Q Would that account for the price difference?
5

6 A Yes, sir. The zero time engine is quite
7 expensive at this time. In fact, we came out very
8 good in that particular deal. Because of that his
9 prices increased quite considerably; but doing us
10 a good turn on those three engines I wanted to deal
11 with him because of the service the engines had
12 given us.

13 The proper paperwork and it has been a good
14 shop to deal with.

15 MR. STUHLREHER: Thank you.

16 MR. CARNEAL: Mr. Chairman, can we ask a
17 few questions for clarification?
18

19 THE CHAIRMAN: I have no objection to your
20 desire to clarify. I intend to come right back to
21 you. Does it make any difference to you whether we
22 do it now or whether we do it later?
23

24 MR. CARNEAL: Well, two questions of this
25 witness. Were you moving on to the -- I thought we
might be moving on to the next witness.

THE CHAIRMAN: Oh, no.

We're going to come in another round, Mr.

Carneal.

MR. CARNEAL: I see. I'm sorry. Fine.

THE CHAIRMAN: We're going to give everybody a fair opportunity to make the record as complete as possible.

Mr. Thomas?

BY MR. THOMAS:

Q Mr. Anusewicz, do you still prepare the aircraft status log?

A Yes, sir.

Q In September and October of this year were you aware of any other aircraft that weren't having flight times recorded?

A No, sir. That's not anything we're doing any more.

Q Was there a discussion within the company on the proper filing and filling out of these forms, or did it just happen through evolution?

A The filling out of the aircraft status?

Q That's correct.

A I'm not sure of that question. The filling out of the maintenance log sheets to come up with the particular time?

Q Right.

A No. This situation sort of cleared up as soon

as Captain Blair died.

Q And it was not discussed at all within the company or with your superiors as to what your responsibilities are? It just cleared up after the accident?

A Yes, sir. This was something that Captain Blair took upon himself, even if there was another person's pilot; I would believe it would be through an order of Captain Blair; and I believe the people involved were very relieved that the situation was not going to happen again.

Q How was the 10% overrun limit used, as far as aircraft scheduling?

A The 10% is still used. We've cut back on our inspections, rather than the 50 hours between inspections it's been 25. So, our 10% instead of being five it would be two and a half hours.

Q But are any missions scheduled on aircraft that have -- that will take it into the 10% limit?

A It could -- the schedules, if there's still any time before the overrun; but it would not be scheduled once you're in the overrun.

THE CHAIRMAN: Mr. Montgomery?

BY MR. MONTGOMERY:

Q Mr. Anusewicz, did you at any time see the

aircraft logs of Nan77Victor for August 28? At any time?

A For the 28th?

Q August 28?

A I don't believe so, sir.

Q The 29th?

A No, sir.

Q The 30th?

A No, sir.

Q The 1st?

A I can't be sure if the actual -- of the actual date. I do have a particular date of time flown from I believe the 24th to the 30th; but I couldn't be sure which date. So, if I could have a list -- I know there's one day that I did see the log sheet and I recorded that log sheet. If I recollect it could have been on the 27th. Any other dates I have not seen any log sheets.

THE CHAIRMAN: Do we have copies of those log sheets?

MR. MONTGOMERY: No, sir. We do not.

THE CHAIRMAN: And what is the reason for that?

MR. MONTGOMERY: Antilles and specifically Captain Lincoln said that those log sheets did not

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exist.

THE CHAIRMAN: All right.

There is no way then that we have now, as far as we're aware, of giving the witness these log sheets so that he can say that he has or he has not seen them, or refresh his memory?

Is that correct?

MR. MONTGOMERY: That's correct, sir.

THE CHAIRMAN: All right.

Let's go on with the questioning, then.

BY MR. MONTGOMERY:

Q Normally, when a log sheet comes into your possession what do you do with it?

A I would go over it to make sure that the maintenance was performed. The time that was added to the total date the aircraft had when it started out that day. I also take the flight log sheet that is transferred to operations. It wasn't a practice before, but I asked to have that flight log sheet to add up -- to go over the pilots addition to make sure that he added correctly each and every flight on each and every aircraft, to come up with an accurate figure so that I can transfer it to the airframe log-book.

Q Sir, so we understand each other, the aircraft

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3 log sheet that I'm referring to is that log sheet
4 that is made out by the pilot in the aircraft. Are
5 we talking to the same?

6 A It's a flight log. That's what it states
7 at the top of the sheet. Yes, it is filled out then
8 by the pilot. Station that he departed from; the
9 arrival; and I'm not sure of all the information;
10 his fuel; his passengers; and the time of the actual
11 flight.

12 This is what I actually record and go down
13 the line from each and every flight that that particular
14 aircraft made to come up with a flight time for that
15 aircraft.

16 Q So, is it correct that you stated that you
17 did see the flight log sheet of August 27?

18 A I'm not sure if that was the particular
19 date, but there was a date in there that I did see
20 a -- if there is a log sheet and I see that log sheet,
21 whether it's a carbon copy in the airframe -- the
22 logbooks that are in the aircraft, I'll record that
23 and put it into my books.

24 If there's nothing available to me I
25 can't make up a time or -- to put that into the airframe
26 logbook.

27 Q The log sheet that you're referring to

1
2 was it placed in the master book of record?
3

4 A The one of approximately the 27th? I
5 believe so, yes.

6 Q And the --- can you explain why when the
7 Safety Board investigators requested the data of the
8 flight operations of Nan77Victor during that period of
9 time that that sheet was not furnished?

10 A I can't make --- I don't --- all the information
11 that I had, except for that day that I mentioned
12 yesterday, I turned over then to the National Transporta-
13 tion Safety Board.

14 Q Was Captian Lincoln aware that the --- that
15 flight log was in your possession? I made no

16 A I don't know if he was aware. I made no
17 reference to it.

18 Q During this time frame did you ask Captain
19 Blair for the flight log sheets?
20 A I never ask the pilots for the sheets, no.

21 Q So, you did not ask Captain Lincoln for
22 his?

23 A No, sir.

24 Q And you did not ask Captain Harris for
25 his?

26 A No, sir.

27 Q Did you ask any mechanic or did you make any

search of the facility to find those flight logs?

A A search as far as going into the aircraft, as I stated, to see if there was any carbon copy. If there was no carbon copy I would believe that there was no original.

Q Mr. Anusewicz, where are the flight log sheets now?

A I believe you have them. I turned over all the flight log sheets. They were in the -- at that particular time we were submitting the flight log sheets with the maintenance log sheets, the pre-flight sheets, the inspection sheets, test flight sheets. Any sheets that were -- that had any dealings with that aircraft would be in that master log.

It was a practice before -- all operations -- operations needed that flight log sheet to compile whatever information they needed to check flights. This was being put into the master log sheet since the end of July. They started being put in the maintenance log sheets. Since now they have been routed back to the maintenance department.

At that particular time I'm not sure where the actual flight log sheets were. There was a -- as far as the maintenance material I know I submitted it

to the Board.

Q Yes, Mr. Anusewicz. You just stated you turned the flight log sheets over to investigators of the Safety Board. Specifically, what individual did you give those to?

A I was dealing with Mr. Kraus at St. Thomas, a few days after the accident.

Q And --

A Now, to clarify. I'm not sure if those flight log sheets were in that master book. After I dealt with the actual recording of those times they should have gone on to the operations department. Mr. Fred Wheeler was the one who suggested that we start putting them in the maintenance log sheet. It started causing problems because a pilot would come in and ask me how much time he flew on a certain day on a certain check and I'd say "well, I don't have it routed -- cataloged as a pilot." Just as an aircraft. What aircraft did you fly that day and what day did you fly it.

It was causing problems for this to be -- the flight log sheet to be kept in the maintenance department. There was no reason after I filed the information. Since what date, I'm not sure, this has gone back and we started taking out all operation flight

logs out of these master books, and have made a book in the operations department. So, when I was turning over the information I was mainly turning over the information of the maintenance department and not the flight logs.

I believed at the time that the flight logs were still in the book. If they were not I do not know where they are.

Q The -- are you implying here that there is some doubt in your mind that the information that you turned over to Mr. Kraus did not contain the flight log sheets?

A Well, I believe that is what you were implying to me. I was trying to clarify the situation.

Q Mr. Anusewicz, I'm quite concerned over the disappearance of a required logs and records, and my concern also lies in your statement that you turned these over to Mr. Kraus?

A I believe that every maintenance log sheet that I turned over for the particular dates in question, if there was no maintenance log sheet there was no flight log sheet. I believe that they were in the book. I believe that I did turn them over. I'm not certain because I was not concerned with the flight log sheet.

1 Q The --- we've had some testimony here on
2 your part, Mr. Anusewicz, that the --- these log sheets
3 did not come from Captain Blair. Your statement
4 suggests that you did not add this time to the air-
5 craft --- daily aircraft status reports, and that you
6 verified the required maintenance through conversations
7 with Captain Blair.
8

9 And would you clarify then how these sheets
10 got into the record; were given to Mr. Kraus; but were
11 not reflected on the daily aircraft status sheets?
12 To me that's contradictory testimony.

13 THE CHAIRMAN: Mr. Montgomery, you can
14 draw your own conclusions. Confine yourself to the
15 questions, please.

16 BY MR. MONTGOMERY:

17 Q Mr. Anusewicz, do you believe perchance that
18 the log sheets were never made out by the pilots who
19 flew the aircraft during the pertinent time frame
20 we're discussing?

21 A I couldn't say, sir. I just know there
22 were no flight log sheets being filed. As I stated
23 before, I've gone to the aircraft to take a look and
24 see if they were there because they were not on the
25 desk in the usual procedure.

Q In the past when the aircraft has run over time for inspections were the circumstances similar to this pertinent case, where the flight log sheets disappeared physically?

A On occasion. There were some that would keep filling them out, and I would keep recording it. And it would be recorded in the airframe log book that the inspection was not performed until as much as 15 hours after the inspection, but it was recorded as such. If I had information to record I record it, whether it's overdue or before the inspection is due.

The next inspection that would be due would not be added from the time it was completed, but from the time the inspection was supposed to be completed. If they overflowed they might, instead of having 50 hours until the next inspection, they might wind up with 10 hours, or whatever the hours would be.

I record the time.

Q Mr. Anusewicz, are you saying that in the past when similar circumstances have existed that the flight log sheets did appear at a later time, and you made corrections to update the airframe and engine time?

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A It wasn't at a later date. It was the same procedure as on a regular basis. If the aircraft was in fact overdue for an inspection, but I had information on a daily basis it would go into the record.

Q In those circumstances did the aircraft status sheet reflect the time to inspection or the time past inspection?

A Yes, sir. They did. They reflected exactly what was in the airframe logbook.

THE CHAIRMAN: Mr. Montgomery, we're at the coffee break time.

I want to know how much longer you intend to continue, please?

MR. MONTGOMERY: Mr. Chairman, I have two questions.

THE CHAIRMAN: All right.

We'll recess. The questions will be asked on reassembly.

(Recess taken.)

THE CHAIRMAN: On the record.

I'm ready when you are?

BY MR. MONTGOMERY:

Q I'm sorry. I was so startled I lost my place in the book.

(At this point the hearing had been reconvened

1 without the Reporter.) (Thus, they started over again.)
2

3 THE WITNESS: Okay..

4 I think I was not sure of the dates. I did
5 not furnish Mr. Kraus any particular log sheets for
6 those dates, if there was no recorded time in my log-
7 book. The times, the dates that are in the airframe
8 logbook, the book that is kept in the maintenance
9 department at all times. This book is not kept in
10 the aircraft. It is kept in the records office. All
the information, the dates that are recorded in this
book, that information was given to Mr. Kraus.

11 The dates that there haven't been any
12 entries in this logbook I don't believe they were in
13 the master book that I gave you.
14

15 BY MR. MONTGOMERY:

16 Q Mr. Anusewicz, on Exhibit 7B which is a
17 copy of a letter that contains your signature, it's
on page 1 of the exhibit. Is that your statement?

18 A Yes, sir.

19 Q Do you recall the circumstances under which
20 I requested you to make this statement?

21 A I remember speaking to you. The full
22 conversation, I knew you wanted a statement about the
23 sheets.
24

1 Q Is the purpose of this letter --- was to
2 fill a void that was created by the lack of flight
3 log sheets, and during our conversation that I asked
4 you whether or not you had those sheets in your
5 possession, and you said you did not; and I asked you
6 to make a pertinent statement, a disclaimer. I also
7 asked the same question and requested the same statement
8 from Captain Lincoln.

9 At that time you said that you did not have
10 or had not seen the flight log sheets. Do you now
11 recall that you did indeed see the flight log sheets?

12 A I --

13 Q During the period of August 28 through
14 September 2?

15 A No, sir. I did not see any sheets.

16 Q The --- my two final questions, Mr. Anusewicz,
17 is do you know of what material or materials that the
18 aircraft's logbook in Nan77Victor were made of?

19 A The material of the logbook?

20 Q Yes.

21 A We had a few different logbooks I believe
22 at that time. There was a leather bound, red leather,
23 with metal inserts to give it some rigidity to hold
24 the flight log sheet on one side and the maintenance
25 log sheet on the other.

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3 Q In your opinion by the construction, weight,
4 size of the logbook do you believe that if the log
5 were immersed in water that it would float or sink?

6 A I would say that it would sink.

7 Q After the accident, which occurred on
8 September 2, did you ever see the aircraft logbook of
9 Nan77Victor?

10 A No, sir. I did not.

11 MR. MONTGOMERY: That's all.

12 THE CHAIRMAN: Mr. Carneal?

13 BY MR. CARNEAL:

14 Q Mr. Anusewicz, since Captain Gilfies has
15 been appointed chief of maintenance have you received
16 any directions regarding strict compliance with the
17 Federal Aviation Regulations in your area of respon-
18 sibility?

19 A Yes, sir. He made quite sure that we
20 follow the regulations and don't deviate whatsoever
21 or heads would roll.

22 Q Well, to the extent that at times in the
23 past the company might have scheduled aircraft for
24 operations beyond the required inspection times, would
25 you say --- in your judgment what would the likelihood be
of that occurring today under the present management?

1
2 A It would not happen.

3 Q One final question. Exhibit 7D which you
4 have seen, daily aircraft status, shows that 77Victor
5 was due for 6C inspection, there's been much reference
6 this morning to a 6C inspection, does that inspection
7 pertain only to the airframe or does it have something
8 to do with the engines also?

9 A No. That pertains only to the airframe.
10 It has no dealings with the engine whatsoever.

11 MR. CARNEAL: That's all, Mr. Chairman.

12 Thank you.

13 THE CHAIRMAN: Mr. Harrison?

14 BY MR. HARRISON:

15 Q Have there been occasions in the past several
16 years wherein the aircraft was operated beyond the
17 interval for the required engine inspection?

18 A It is possible. I really can't recollect.
19 But I would say it most likely would not have happened,
20 because of the work hours or the man hours involved
21 in an engine inspection were a lot less. An engine
22 inspection is performed overnight.

23 If the aircraft did not fly we could have
24 that engine inspection completed before the next
25 morning's flight, and therefore add 50 hours to it and
we'd be all set. There would be no problem and we wouldn't

deviate from it.

So, I would say it would happen mainly on an airframe inspection that took more time than we had to get to that particular aircraft.

Q I believe you indicated that there have been times when you would, in fact, report time beyond an inspection interval. I'm not sure that the record is clear.

Were those times when the pilot would prepare the flight log and deliver that flight log to you?

A Yes, sir.

Q - All right. And when the flight log page was not prepared he didn't report any times on the airframe for the period the aircraft operated beyond the inspection interval?

A That's correct.

Q Can you give us any impression as to which was more commonly the practice? To not record or to record times beyond inspection?

A I would have to say that it was more of a practice of Captain Blair not to record than to record.

Q All right. Going back to those engines that were received from Fort Worth and from Mr. Talkington

1
2 or Aircraft Distributors, was that it?

3 A Yes, sir. I believe so.

4 Q What I really wanted was a comparison of
5 the engines. Normally don't you receive an engine,
6 let's say, from Fort Worth which is installed or has
7 installed only the magnetos?

8 A I believe the magnetos are installed there.

9 Q All right. And things like carburetors
10 and engine harness, exhausts they don't normally come
11 with an overhauled engine, do they?

12 A No, sir. The full extent of it I don't
13 know. I'm not on the floor to do the installation to
14 actually know what is on the engine.

15 Q All right. But when you receive such an
16 engine do the components that are required to operate
17 the engine come from your stores?

18 A Yes, sir.

19 Q Now, the engines that were received from
20 Aircraft Distributors, did they have these components
21 on them?

22 A I believe they did. I believe they had
23 the magnetos. Other than that I don't believe they
24 had an accessories.

25 Q Now, did you have to furnish from your stores

1 the rest of the parts necessary to put the engine in
2 an operating condition?

3 A Yes, sir.

4 Q And were those parts installed over at
5 Caribbean Airmotives so they could run the aircraft
6 on the test stand?

7 A I'm not familiar with -- I would imagine
8 they would have all the equipment there to do the
9 proper runup.

10 Q Without the parts or with the parts?

11 A They would need the parts, but they would
12 have their own parts there. We would not have any
13 dealings with sending them the proper material, components.

14 Q Did they take the parts off then and ship
15 the engine over to St. Croix?

16 A I believe so, yes.

17 Q So that there would come a time when parts
18 were withdrawn from your stores to be put on this
19 engine so that it could be installed on an airplane?

20 A Yes, sir.

21 Q And your records reflect the furnishing of
22 these parts for installation on this particular engine?

23 A Yes, sir. In most part they could come off
24 the particular engine that came off the aircraft at
25

that time and transferred, as long as they were still serviceable items. If there was anything that was to be changed that would be recorded.

MR. HARRISON: That's all I have, thank you.

THE CHAIRMAN: Mr. Schonberger?

MR. SCHONBERGER: Mr. Chairman, I have three or four questions here dealing with maintenance and operations.

BY MR. SCHONBERGER:

Q Mr. Anusiewicz, prior to the accident, I believe a month or two, is it true that you did perform some maintenance at the Alexander Hamilton Airport at St. Croix? Grumman 21 maintenance?

A Yes.

Q Do you know when that ceased? About what time?

A I really couldn't recollect the time. My dealings with the field out there was minimal. It was mainly an American Interisland operation, the Grumman operation that was there. There was -- some time there was a dealing with a certain lease on a hangar.

Q I'm interested in the Grumman 21 --

A I understand, sir. But it was really -- the date of this -- or the problem with this particular lease

on the hangar, Antilles had the lease. We had aircraft in that particular hangar. When the problem came up with renewing the lease that's when the maintenance stopped in this hangar, the date of this lease.

I'm not familiar with this lease situation.

Q But it is true, is it not, that at some point in time before the accident, shortly before the accident, that you did perform maintenance on Grumman 21 aircraft at Alexander Hamilton Airport?

A Yes, sir. That's correct.

Q Now, approved airplane tires are required by your ops specs for land operations. I understand that you use other than approved airplane tires for water operations. When you flew these airplanes over to the Alexander Hamilton Airport did you use approved airplane tires? Can you recall?

A There would be no change on the aircraft tires sent to Hamilton Field. So, they could very well have landed an aircraft there with either of the tires. I really couldn't recollect that every single one that approved tires.

Q Okay. I'm interested in possible corrosion or erosion of the PITOT Static system for Grumman 21 aircraft. Is there any specific inspections made on the PITOT Static system?

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3 A I really couldn't say, sir. Not being a
4 certified mechanic to actually do the inspection. I
5 do run down the inspection forms to see if there's
6 a signature there, but to actually know how or why
7 they perform that particular inspection I really
8 couldn't say.

9 Q Well, I'm interested in knowing whether
10 you know is there any required inspections dealing
11 with that system?

12 A Of the PITOT System?

13 Q Yes.

14 A Yes, I believe there is.

15 Q Have you been plagued with any erosion or
16 corrosion problems with the PITOT Static System?

17 A That system alone I really couldn't say.
18 Being a salt water operation there's a chance of
19 corrosion throughout the airplane.

20 Q Now, in your contacts with Captain Blair in
21 your office, I'm interested in knowing whether at
22 any time you observed him wearing glasses at any
23 time? Do you recall?

24 A He did have, I believe, a monocle that
25 he had -- that he used on occasion.

Q Did you see him wearing this? In your
dealings with him in your office?

1
2 A I've him from time to time use this monocle,
3 yes.

4 Q Did he use any other type of glasses?

5 A Not that I can recall offhand.

6 Q And one last question. Would you supply
7 the witness with Exhibit 2Echo, please. This is a
8 statement by Mr. Fred Wheeler.

9 (Witness given document.).

10 A Yes.

11 Q On page 2, Mr. Anusewicz, I believe Mr.
12 Wheeler states that on August 29 he visited St. Croix
13 on a flight with Captain Blair and he spoke with you
14 and I believe another party on the subject dealing with
15 maintenance.

16 Do you recall that visit on August 29 of
17 Fred Wheeler?

18 A I remember Fred Wheeler coming over to
19 the St. Croix base on a few occasions. The actual
20 conversations I don't recollect. Company records as
21 it states here I really don't recollect any conversa-
22 tion. I'm not sure.

23 Q Do you recall that visit on that date?

24 A Well ---

25 Q Can you confirm that he visited you on that
date?

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A I really can't confirm, remembering if he actually came on that day.

MR. SCHONBERGER: Thank you, Mr. Chairman.

THE WITNESS: Excuse me.

I'm not saying that he didn't. I just don't recollect any.

THE CHAIRMAN: Well, I'm forced by the additional questioning to come back on another round.

Mr. Carneal?

MR. CARNEAL: Nothing, Mr. Chairman.

THE CHAIRMAN: Mr. Harrison?

MR. HARRISON: I have nothing further, Mr. Chairman.

THE CHAIRMAN: Mr. Apusewicz, you have an opportunity at this time to state anything that you wish for the record, and to clarify anything that you wish to clarify.

THE WITNESS: I think everything has been pretty much covered.

THE CHAIRMAN: Thank you for your testimony.

You're dismissed.

(Witness excused.)

MR. THOMAS: The Safety Board calls Mr. Charles Freehling.

MR. HARRISON: Mr. Chairman, I would like to hand up these copies of the checks so that they can be made an exhibit.

THE CHAIRMAN: Thank you.

(That is done.)

MR. MONTGOMERY: Mr. Chairman, I have two documents here where Mr. Talkington acknowledged the payment of the \$2,000 and \$8,000 and with your permission I'd like to enter those with the present exhibit.

THE CHAIRMAN: So ordered.

(This is also accomplished.)

Whereupon,

THOMAS ANUSEWICZ

was recalled as a witness and having been previously sworn, was examined and testified as follows:

THE CHAIRMAN: Mr. Kraus.

MR. KRAUS: Yes, sir.

EXAMINATION

BY MR. KRAUS:

Q Mr. Anusewicz, I guess the basis for your recall was that Mr. Wheeler after he had ran the engine, 19309, which was the one that ended up on the left side of 77, he stated that the engine left his facility and went down to the Antilles Air Boats

facility at San Juan and was put on another aircraft other than 77V and with that that sort of conflicted with the log book which you'd supplied to the NTSB as an official record of that engine which stated that from the time it has 361 hours on it it immediately was installed on 77.

I wonder if you could clarify that for us?

MR. CARNEAL: Mr. Chairman, before he answers I don't think the witness was informed either that he was still under oath or given the oath.

THE CHAIRMAN: We swore him in counselor while you were otherwise engaged.

MR. CARNEAL: I guess you're exactly right.

THE WITNESS: The engines that are in question were on 77V and that was the first aircraft that engine went on. We had those two engines I believe come to St. Croix. And I remember looking at that engine, still on it's pallet. As I testified before, I saw the condition of the engines and compared it with one of the zero time engines from Forth Worth.

If it says in the log book that it went on 77Victor at a certain time, that is the aircraft that it did go on originally.

MR. KRAUS: Mr. Hearing Officer, I have a

dilemma in the fact that Mr. Wheeler has just testified that he personally saw this engine go on some aircraft at San Juan and Mr. Anusewicz says both engines went to St. Croix.

I'm wondering how we can resolve that?

THE CHAIRMAN: Well I think this is a matter we can discuss between all parties here until we can get it resolved. And I'm prepared to dispense with some of the legal formalities.

Let's have a conversation, gentlemen, about where this engine is because I intend to find out where it is no matter how long we stay.

Now Mr. Carneal you have something?

MR. CARNEAL: Yes sir.

I don't believe Mr. Anusewicz testified that both engines went on 77 Victor or that Mr. Wheeler testified to that. I may have misunderstood what was just said --

THE CHAIRMAN: All right, we'll start again from ground zero.

You ask Mr. Anusewicz the questions that you want to know again and let the record clearly reflect his answers.

BY MR. KRAUS:

Q The testimony that I just heard you repeat

was that you said that both engines were sent to St. Croix?

A To the best of my recollection they were sent to St. Croix. The two engines. One was put on 323 and the other was put on 7777Victor.

THE CHAIRMAN: All right, the witness states that to the best of his knowledge that is the action that took place with those engines.

Do you have a problem with that?

MR. KRAUS: Yes.

BY MR. KRAUS:

Q In what particular location did they go on?

A That sir would be hard for me to tell without the log book. The log book would state where it was put on. It might also include if it was removed from another aircraft. If this engine was put on in San Juan it would have had a statement "removed from certain aircraft number so-and-so installed on aircraft so-and-so at a certain airframe time".

THE CHAIRMAN: And the log book for 77Victor is missing. Nobody seems to be able to find it is that correct as far as you know?

THE WITNESS: The airplane log book I believe is in the possession of Mr. Kraus as he stated and it's in Washington.

MR. KRAUS: The engine log -- I have both the engine log and the airframe log. The engine log is filled out with the proper entries and the statement that Mr. Talkington made on certifying the time. However the first entry has "installed on 77V with 361 hours" and I was perfectly clear -- it was perfectly clear to me at that point that engine went on there.

THE WITNESS: That's the way I understand it also sir.

MR. KRAUS: But --

MR. HARRISON: Mr. Chairman?

THE CHAIRMAN: Mr. Harrison?

MR. HARRISON: May I ask Mr. Kraus whether there is stapled to the front cover of that log the yellow tag that Mr. Wheeler described?

MR. KRAUS: No, sir.

The only thing that was stapled to the front was that certifying sheet of Mr. Talkington.

THE WITNESS: I have never seen a serviceable tag for that engine.

BY MR. KRAUS:

Q Do you know who made out the red logbook which you supplied to the NTSB for this left engine?

A I would believe Mr. Wheeler or someone from Caribbean Airmotive would have done it. They received

that one piece of paper with Roland Talkington's signature certifying a certain number of hours. He then would staple it inside the cover and then put his stamp on the log book, the Caribbean Airmotive work order stamp.

Q And you never did that over at your facility?

A No sir I do not have a stamp available.

Q This book I take it then when the engine or the record materials did arrive at your facility at St. Croix you then had a log book with a piece of paper stapled in the front and that was all? When I say that was all I'm speaking of the log book.

A Yes.

Q You did not see any yellow tag of any type stapled inside along with the letter of Mr. Talkington?

A No sir I did not.

MR. HARRISON: Mr. Chairman, we're still discussing --

THE CHAIRMAN: I haven't left the subject, I'm just waiting to see where we're going.

Go ahead.

MR. HARRISON: I'm wondering if the Board was able to get all of the records following the record that occurred last April or May? Did Mr. Montgomery or Mr. Kraus --

MR. KRAUS: Are you speaking of aircraft?

323?

MR. HARRISON: I believe that was it.

MR. KRAUS: I believe our Miami office was involved in that and I've been informed that Mr. Louis Carmona, who is an investigator at our Miami office, did that investigation. But I couldn't answer what type of material he took back with him.

THE CHAIRMAN: The answer to your question, Mr. Harrison, will be provided you. We will get the information from our Miami office and it will be provided to you and to the record.

Will that be helpful?

MR. HARRISON: I think it would, yes.

MR. CARNEAL: Mr. Chairman, our information is that engine 19309 went directly to 77Victor on the left hand side. The other engine acquired from Talkington went to 323 and then to 901. And I think that Mr. Wheeler has just given me a note which essentially states that his view is what I've just stated; that one engine went to 77Victor, the other to 323 then to 901.

Now I think that perhaps if Mr. Wheeler is recalled his testimony will square with Mr. Anusewicz's and will resolve this issue.

THE CHAIRMAN: Mr. Kraus, does that staisfy the question?

MR. KRAUS: I think the proof of the whole problem will be the engine that's installed in whatever position of 323 if we can obtain that paperwork. We should show that it's the second engine we are speaking of.

THE CHAIRMAN: I feel certain that Mr. Carneal, who has been a help to us in all other matters, will be helpful to us in this.

MR. HARRISON: I would additionally request that the cause for removal from 323 be established and provided for the record along with any work accomplished on the aircraft in order to put into condition for installation in 901.

THE CHAIRMAN: Make sure that my scribes have gotten all of that on one piece of paper here and it will be so ordered, Mr. Harrison.

MR. HARRISON: Thank you.

THE CHAIRMAN: Do you have it Mr. Thomas?

MR. THOMAS: Yes sir.

THE CHAIRMAN: This seems to me to be the best answer we can have at the present time. The matter is still pending.

Mr. Kraus we've asked Mr. Anusewicz to come

all the way from St. Croix to join us this morning, let's continue.

MR. KRAUS: Thank you sir.

BY MR. KRAUS:

Q The testimony you gave yesterday stated that you felt that you reported directly to Mr. Blair as far as your managerial supervision goes. You failed to hear the testimony of Mr. Wheeler and also an exhibit that we've entered into the record that Mr. Blair appointed him back in March of this year as his assistant general manager and his responsibilities with that title was to come over and assist the maintenance facility at St. Croix, and I presume at St. Thomas, in straightening maintenance difficulties out and one main issue was to see that the records department had revised their system.

And I was wondering if you could tell me all the changes that Mr. Wheeler incorporated or told you to change in your responsibility for the records that you may have accomplished since he acquired this new title?

A Upon receiving this title he was supposed to start coming over three days a week, Monday, Wednesday and Friday. It took quite awhile before his first trip to St. Croix. We only saw him in the whole time

he had this appointment I would say less than six times over a period from the time he was appointed until the itime of Captain Blair's death.

We did not rely on Mr. Wheeler because we didn't feel he was interested enough in our organization. He also, we didn't feel had enough knowledge of Antilles Air Boats, our particular organization.

He did set up or was starting to set up a new progressive maintenance inspection system that was exactly as he had had at Air Catalina -- I believe that was the name of the airline. The only thing that was changed was Air Catalina would have been crossed out and Antilles Air Boats put in it's place.

He asked how we felt about the inspection program. Personally I didn't care for it and neither did the other supervisors in our operation. We didn't care for it because there were certain areas that didn't apply to the way we ran our operation. I had found that the set up that we had was fine as long as it was adhered to, which it seemed to be at the time.

The problem really wasn't in the inspections, it was the time involved to do the repairs. This inspection program at some point would point out that we had to clean the rugs and we don't have rugs. If it said in the maintenance manuel to clean the rugs, we'd have

to start putting rugs in.

There were just so many loopholes in the system.

So this was one of the things that he did bring up. Other than that there was not really much said about our record keeping.

He did not look at log books, he didn't go through any airframe or aircraft folders, he didn't look at 337 forms, he didn't look at STC's, he didn't look AD's notes. As far as coming over to check our records, no sir he was no help in that area.

Q One item of interest here is that of all the paperwork that I have read from surveillance records and SWAP Team investigations I don't think at no time did they ever mention a deficiency like you mentioned in the inspection program as such and the change of the forms and so forth. So I'm quite concerned with that --

A Excuse me, one other thing that he did do. When the books were handed over to you they were in a master book as they would be a maintenance log sheet, flight log sheet, pre-flight sheet and inspection sheets in chronological order. This was something he set up. It was a system he had also at Air Catalina.

Before that they were kept in the files. They

were on record, it was just a different system. I felt there were areas that we did need work on and changing the particular system at that time I told him I didn't think was necessary. We had other areas where I felt there was work needed.

I went on vacation for approximately three weeks and when I returned these books were already starting to be taken care of. That was fine with me as long as -- there was nothing wrong with the system before and this system there was nothing wrong either.

THE CHAIRMAN: All right, I want to ask Mr. Kraus to make his questions as short and as concise as possible and I'll ask the witness to confine his answers.

Now let's get on with this. The passage of time here is getting beyond us. Now let's stay at it.

BY MR. KRAUS:

Q One last question.

Would you just make a statement as to the helpfulness of Mr. Wheeler in improving the maintenance records department? Did he improve it or did he not improve it during the period of time he was assigned to it?

A There was no immediate improvement with his position no sir.

MR. KRAUS: Thank you, that's all I have.

THE CHAIRMAN: Mr. Carneal?

MR. CARNEAL: Nothing, Mr. Chairman.

THE CHAIRMAN: Mr. Harrison?

EXAMINATION

BY MR. HARRISON:

Q How much does it cost to ship an engine to St. Croix from Fort Worth?

A From Fort Worth I believe it would be about \$400 sir.

Q Your engine purchases with Fort Worth, were they exchange purchases?

A No sir they were out right.

Q What was the difference in condition, if any, between the engine on the 77Victor and the zero time engines from Fort Worth?

A There was quite a noticeable difference. The zero time engine was very clean, it appeared to be brand new and so it was in much better condition.

The one we received from Caribbean Airmotive was quite dirty, it was oily. It looked like a used engine. Opening the log books at that time and comparing what was stated as the amount of time we had no idea where it had originated and why it looked to be as oily or as dirty on the exterior.

Q Did it look any different to you than a runout

engine?

A Well it would be hard for me to say sir, I don't work with engines that frequently to know the condition of a runout. A dirty engine to me was a dirty engine.

Q Are you aware that Mr. Wheeler testified that he did not instruct you to stop filing mechanical interruption summaries?

A I didn't hear his testimony but counsel told me, yes sir.

Q Did he?

A Yes sir he did.

Q Are you aware of whether any instructions were given by anybody aftdr this accident to anyone concerning the destruction of any records concerning 77Victor?

A No sir.

Q Have you ever heard that?

A No, sir.

MR. HARRISON: Okay, that's all I have. Thank you.

THE CHAIRMAN: Mr. Anusewicz as yesterday, do you wish to make a statement or clarification or, having had time for reflection, if you wish to add something to the record I will afford you that opportunity

at this time.

THE WITNESS: No sir I have nothing.

THE CHAIRMAN: All right, thank you for coming again this morning and for your testimony. Thank you.

(Witness excused.)

MR. THOMAS: The Safety Board calls Mr.

William Everett.

Whereupon,

WILLIAM EVERETT

was called as a witness herein and, having been first duly sworn, was examined and testified as follows:

MR. THOMAS: Please state your full name and address for the record?

THE WITNESS: William Everett, Air Carrier District Office 32, Miami, Florida.

MR. THOMAS: And what is your occupation sir?

THE WITNESS: Air carrier maintenance inspector.

MR. THOMAS: For the Federal Aviation Administration?

THE WITNESS: For the Federal Aviation Administration.

MR. THOMAS: And how long have you been so employed?

THE WITNESS: I've been in this capacity with the Federal Aviation Administration for two months.