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MEMORANDUM

TO: File

FROM: Richard Salwen *RS*

DATE: May 10, 1979

RE: Interview with Paul Chiapparone

On May 9, 1979 I interviewed Paul Chiapparone, who was in the cockpit of the Boeing 707 leased from Omni during the entire flight leg from Frankfurt until the emergency landing at London. Paul also was in the cockpit intermittently from the time the aircraft was on the ground Istanbul until they landed at Frankfurt. Paul recounts several problems which occurred during the time he was on the aircraft.

First, before they left Istanbul, the crew had trouble keeping the Auxiliary Power Unit (APU) operating properly. Other than that, Paul says, the trip from Istanbul to Frankfurt was uneventful.

However, at Frankfurt, several things started to go wrong. First, the crew was unable to start the number 4 engine when they initially tried to start the aircraft to leave Frankfurt. The flight engineer left the cockpit and checked the engine. When he returned, they tried again, and managed to get number 4 started. But a fire in that engine ensued, and they were forced to shut down again. A maintenance crew from the airport worked on the engine, and then the flight crew in the airplane managed to start all four engines and they took off.

Following takeoff, the first 20 or 30 minutes of the flight were uneventful. Then, as they attained higher altitudes, they started having problems with the pressurization system. These problems persisted for approximately 1 hour, during which time Paul was in the cockpit and observed the crew working constantly to try to solve the problem. During this period, the navigational equipment on the captain's flight position was apparently malfunctioning, although Paul is unable to give details of precisely what was wrong.

After spending about an hour trying to repair the pressurization system, the crew consulted with EDS personnel and it was decided to abort the planned transatlantic flight, and return to London. On the way to London, the pressurization system quit entirely, and because there was insufficient oxygen aboard for the passengers, it was necessary for the crew to descend swiftly to altitudes below 10,000 feet.

Thereafter, as the aircraft approached England, it was necessary to dump fuel because a landing would be difficult and dangerous with the heavy load of fuel

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which had been taken aboard for the transatlantic flight. However, in dumping the fuel, there was a malfunction in the fuel dump system and two problems resulted. First, for a time, it seemed that they would be unable to close the fuel dump valves, with the result that all the fuel would have drained out of the tanks, leaving insufficient fuel for the landing. They did manage to avert this problem and get the valves closed.

Second, apparently, fuel dump pipes which extrude from the valves would not retract. As a result, it would have been impossible to extend the flaps fully for landing, making the landing difficult and dangerous. However, the crew managed to solve this problem as well.

There still remained the problem of attempting to make a landing in instrument weather (300 foot ceiling) with malfunctioning navigational instruments. However, according to Paul, the crew performed admirably and the landing was accomplished without mishap.

Paul points out that the crew was quite worried throughout the ordeal; and that the captain, who had not smoked in several years, borrowed three or four cigarettes from Paul. Additionally, Paul says that the captain told him this was the worst 707 he (the captain) had ever flown.

Paul also suggested we contact Jeff Heller of EDS who is a pilot and who, Paul reports, inspected the aircraft logs and discovered that they were not maintained properly.

RS:kf

cc: Steve Cunningham