Appendix C

Federal Aviation Administration Description
of a Telephone Call from ValuJet Anonymous Whistleblower,
as Reported to the National Transportation Safety Board
May 14, 1996

ValuJet maintenance worker reports electrical problems and dangerous procedures performed on
the ValuJet Flight 592 DC-9 that crashed. The revelations raise questions about the NTSB’s
determination that oxygen canisters self-ignited.
ANONYMOUS WITNESS - MAINTENANCE STAFF VALUJET

This statement was taken by the NTSB on Tuesday, May 14, 1996 at approximately 9 p.m.

A ValuJet employee made an anonymous phone call and identified himself only as maintenance personnel.

He began by saying that he had given a Hot Line Complaint to the FAA one month and five days ago, explaining that he felt there would be a catastrophic accident with the airline if certain problems were not corrected.

He began saying that his maintenance supervisor was pleased that the FAA inspectors that were sent to Atlanta for the investigation were not air carrier type people.

As for the maintenance of the aircraft, specifically Aircraft §904, the witness gave a rundown of maintenance problems surrounding this aircraft in Atlanta.

First, he said that the aircraft had been delayed
approximately 40 minutes due to electrical problems. He said that the ValuJet mechanic working on the aircraft had bypassed two circuit breakers behind the captain’s seat and that the 904’s wiring was notoriously bad.

The witness explained that other maintenance personnel were concerned any time they had to work in the nose compartment of Aircraft 904 because of the bad wiring and the fact that any wire bundles that had to be moved would cause the wires to break and short out.

This aircraft was continually having electrical problems with PA amplifiers, fuel flow transmitters, and on the day of the crash, one of the electric fuel valve shut-offs, circuit breakers and wiring were shorting out and giving uncommanded positions.

He went on to say that on the day of the crash, the right engine had an unscheduled fuel shut-off due to the fuel valve closing. He also indicated that because the circuits had been jumped, there would be no way of shutting off certain electrical circuits.
He was describing the history of Aircraft 904. He stated that the previous Tuesday, the airplane had a four-hour delay at Gate C14 because of electrical problems.

He also said that in the past 30 days, he had personally replaced six black box transmitters located under the captain's seat which had failed due to shorting wires.

He described that ValuJet is not buying any parts. In fact, he explained that parts removed were just recycled to other aircraft without being repaired or overhauled. The witness stated that his direct maintenance supervisor was complaining of lack of part inventory and that ValuJet would not even buy electrical wire to replace the faulty wires in the aircraft fleet. He went on to say that aircraft 901 through 919 had similar wiring problems.

The witness claimed that many of the maintenance discrepancies were not being written in the logs. In addition, he said that the way they keep the serial numbers of the aircraft log books and the filing system used by maintenance was designed not to reveal
the maintenance condition of the aircraft.

I asked him to be more specific; he declined. He just said the FAA needs to look at how the log sheet are numbered and filed.

I asked the informant to identify himself or if I could meet with him. He declined. I did give him the number of the hotel and my number at work if he wanted to call and add anything to his story or if he had any co-workers who were interested in talking with the FAA or the NTSB.