

9C049B2

Michael Minette - July 11, 2002 (Volume I)

1 UNITED STATES DISTRICT COURT  
2 NORTHERN DISTRICT OF CALIFORNIA  
3

4 IN RE AIR CRASH OFF POINT MUGU, )  
5 CALIFORNIA, ON JANUARY 31, 2000. )

6 ) Case No.  
7 ) 00-1343 CRB  
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15 VOLUME I - DEPOSITION OF

16 MICHAEL MINNETTE

17 JULY 11, 2002

18 SAN FRANCISCO, CALIFORNIA  
19

20  
21 ATKINSON-BAKER, INC.  
22 COURT REPORTERS  
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REPORTED BY: JAN W. SERRA, CSR NO. 8207

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 15 Volume I deposition of MICHAEL MINNETTE,  
 16 taken on behalf of the Defendants, at 685 Market  
 17 Street, Sixth Floor, San Francisco, California 94105,  
 18 commencing at 3:31 p.m., Thursday, July 11, 2002,  
 19 before Jan W. Serra, CSR 8207.  
 20  
 21  
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 7 (None)  
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 on February 16th, 2000  
 11  
 12 WITNESS INSTRUCTED NOT TO ANSWER:  
 (None)  
 13  
 14 INFORMATION TO BE SUPPLIED:  
 (None)  
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## Michael Minette - July 11, 2002 (Volume D)

<p>1 THE VIDEOGRAPHER: This begins the video 2 tape deposition of Michael Minnette taken on behalf 3 of the defendant the Boeing Company and McDonnell 4 Douglas Corporation. In the matter of In Re Alcrash 5 near Point Mugu on January 31, 2000. 6 This case is venued in the United States 7 District Court, Northern District of California. The 8 MDL docket number is 00-1343-CRB. 9 This deposition is being held at 685 10 Market Street, in San Francisco, California on 11 July 11, 2000. The video operator is Missy Fortunato 12 of PES Video Service, main office in Fresno, 13 California. The court reporter is Jan Serra of 14 Atkinson-Baker Court Reporters located in Glendale, 15 California. We are going on the record at 16 approximately 3:31 p.m. 17 Will counsel please state their appearances 18 for the record. 19 MR. FRANKEL: Steve Frankel on behalf of 20 defendants the Boeing Company and McDonnell Douglas 21 Corporation. 22 MR. HULTQUIST: Michael Hultquist on behalf 23 of the Boeing Company and McDonnell Douglas 24 Corporation. 25 MR. BOYLE: Kevin Boyle on behalf of</p> <p style="text-align: right;">Page 6</p>	<p>1 Flight 621. 2 Do you understand this afternoon, sir, that 3 you are here to provide testimony under oath in what's 4 called a deposition? 5 A Yes, sir. 6 Q Have you had your deposition taken before? 7 A No, sir. 8 Q Let me try to go over some basic ground 9 rules to make sure that you understand the process and 10 that we can communicate effectively here this 11 afternoon. 12 It's important in connection with 13 responding to my questions as well as the questions of 14 other counsel seated around the table that you answer 15 each question with a yes or a no or with whatever the 16 question may call for. And simply nodding your head 17 or shaking your head is not appropriate. 18 Do you understand that? 19 A Yes, sir. 20 Q Now, in connection with my questions, if at 21 any point in time you don't understand a question that 22 I pose to you or would like it repeated or rephrased, 23 please ask me to do that and I'll be happy or ask the 24 court reporter to read back what I asked you. 25 Will you do that?</p> <p style="text-align: right;">Page 8</p>
<p>1 various plaintiffs and the Plaintiffs' Steering 2 Committee. 3 MR. RUSHING: Good afternoon. Don Rushing, 4 on behalf of Alaska Airlines. 5 MR. HICKEY: Christopher Hickey, for 6 Equilon. 7 MS. LIDDY: Mary Liddy, on behalf of the 8 Shell Oil Company. 9 THE VIDEOGRAPHER: And will the court 10 reporter please swear in the witness. 11 12 MICHAEL MINNETTE, 13 having first been duly affirmed, was 14 examined and testified as follows: 15 16 EXAMINATION 17 18 BY MR. FRANKEL: 19 Q Would you please state your name for the 20 record. 21 A My name is Michael Minnette. 22 Q Good afternoon. Mr. Minnette. My name is 23 Steve Frankel. I represent the defendants the Boeing 24 Company and McDonnell Douglas Corporation in this 25 litigation arising from the crash of Alaska Airlines</p> <p style="text-align: right;">Page 7</p>	<p>1 A Yes, sir. 2 Q If you do answer my question I'm going to 3 assume that you understood it. 4 Is that fair? 5 A Yes, sir. 6 Q Now, if at any point during the proceedings 7 here you would like to take a break, please let me 8 know and we will take a recess and go off the record 9 so long as there is not a question pending to you at 10 the time. 11 Do you understand that? 12 A Yes. 13 Q Now, at the conclusion of these proceedings 14 the court reporter will prepare a transcript of my 15 questions and your answers as well as the questions 16 and answers that may be, the questions that may be 17 propounded by other counsel seated around the table 18 and your answers to those questions. 19 Do you understand that? 20 A Yes. 21 Q Do you understand that you'll be given an 22 opportunity to review that transcript sometime in the 23 future? 24 A I wasn't aware of that. But yes, I 25 understand.</p> <p style="text-align: right;">Page 9</p>

Michael Minette - July 11, 2002 (Volume I)

1 Q Do you understand that you'll have the  
 2 opportunity to make changes to the answers that you  
 3 give here today in connection with that review?  
 4 A Yes, sir.  
 5 Q If you make a substantive change in one of  
 6 your answers from changing a yes to a no or otherwise  
 7 changing the substance of your answers, do you  
 8 understand that I, together with the other counsel  
 9 seated around the table here, may be able to comment  
 10 upon that at the time of trial and the reasons for  
 11 those changes?  
 12 A Yes, sir.  
 13 MR. RUSHING: Mr. Minette, I'm going to  
 14 ask you to keep your voice up, if you will, so that  
 15 the court report can hear what you're saying okay.  
 16 THE WITNESS: Okay.  
 17 MR. RUSHING: I know it's tempting to be  
 18 soft-spoken since you're right across the table from  
 19 Mr. Frankel, but it's going to make her life a lot  
 20 easier if you could, okay.  
 21 THE WITNESS: Okay.  
 22 MR. RUSHING: Excuse the interruption.  
 23 Q MR. FRANKEL: In responding to my  
 24 questions and the questions of other counsel we are  
 25 interested in getting your personal recollections,

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1 knowledge, not your speculation or guesses.  
 2 If in responding to a question it would  
 3 call for you to speculate or guess in responding to  
 4 the question, would you please so state in responding  
 5 to the question?  
 6 A Yes, sir.  
 7 MR. RUSHING: Sir, that's not an invitation  
 8 to guess or speculate though.  
 9 THE WITNESS: I understand.  
 10 MR. RUSHING: I would prefer that you not  
 11 speculate.  
 12 Q MR. FRANKEL: Is there any reason,  
 13 Mr. Minette, either because of a medical condition,  
 14 because you're taking medication or for any reason  
 15 that would preclude you to provide accurate and  
 16 truthful testimony to us this afternoon this in this  
 17 deposition?  
 18 A No.  
 19 Q By whom are you employed Mr. Minette?  
 20 A Alaska Airlines.  
 21 Q How long have you been employed by Alaska  
 22 Airlines?  
 23 A Since December of 1989.  
 24 Q Your current position with Alaska Airlines?  
 25 A Lead Inspector graveyard shift.

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1 Q How long have you been the lead inspector  
 2 on the graveyard shift?  
 3 A Since 2000.  
 4 Q Any particular time in 2000?  
 5 A I'm not positive of the month. I believe  
 6 it was April.  
 7 Q You are stationed at the Oakland Hangar 6  
 8 facility of Alaska Airlines?  
 9 A That's correct.  
 10 Q Let's go back to the time that you were  
 11 hired by Alaska in December I think you said of 1989;  
 12 is that right?  
 13 A Correct.  
 14 Q What position did you start out at when you  
 15 were hired for Alaska Airlines?  
 16 A I started out as a sheet metal mechanic.  
 17 Q Approximately how long did you hold that  
 18 position?  
 19 A I held that position until 1990. I become  
 20 a lead sheet metal mechanic on the swing shift.  
 21 Q How long did you hold the lead sheet metal  
 22 mechanic position?  
 23 A Until I became an inspector.  
 24 Q When was that?  
 25 A 1995.

Page 12

1 Q You were an inspector for Alaska Airlines  
 2 for what period of time?  
 3 Were you an inspector up until the time you  
 4 became a lead inspector in April of, in April of 2000?  
 5 A Yes, sir.  
 6 Q Have all the positions that you have held  
 7 with Alaska Airlines been at Hangar 6 at the Oakland  
 8 facility?  
 9 A Yes, sir.  
 10 Q Could you describe what you did as far as  
 11 employment prior to the time that you joined  
 12 Alaska Airlines in December of 1989?  
 13 A For approximately two years prior to that,  
 14 make that a year and a half, I was employed at  
 15 Lockheed Missiles and Space in Sunnyvale.  
 16 Prior to that for about a year and a half  
 17 to two years I worked for World Airways as what is now  
 18 the United hangar over in Oakland.  
 19 And prior to that I was in Colorado. I  
 20 worked for Pioneer Airlines for approximately one year  
 21 from, that would be from '84 late '84 till '85, when I  
 22 moved out here.  
 23 Q Prior to the position that you held with  
 24 Pioneer Airlines what did you do?  
 25 A For one year prior to that I worked for

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<p>1 Miniscribe Corporation in Longmont, Colorado as a 2 technician working on hard disk drives. 3 <del>M-i-n-i-s-c-r-i-b-e</del>.</p> <p>4 Prior to that I was unemployed going to 5 school as an electronic technician and to get my 6 A and P license. That was from mid-1982 until I 7 started with Pioneer, which was the end of '84. 8 Prior to that I was an air traffic 9 controller for the FAA from December -- take that 10 back -- from October of '74 until August 3rd of 1981. 11 <b>Q</b> You were an air traffic controller at what 12 facility? 13 <b>A</b> Denver Center, Longmont, Colorado. 14 <b>Q</b> Have you ever served in the Army forces? 15 <b>A</b> Yes, sir. From 19, June of '67 till 16 December of '73 I was in the Air Force as an air 17 traffic controller. 18 <b>Q</b> Any other positions that you have held in 19 connection with aircraft maintenance that you haven't 20 previously described? 21 <b>A</b> I worked, I did work some part-time while 22 with Alaska. I'm not current on the years for 23 part-time for Flying Vikings in Hayward, working small 24 aircraft in maintenance. 25 <b>Q</b> You told us that you at some point in the</p> <p style="text-align: right;">Page 14</p>	<p>1 <b>Q</b> Is the first time that you had any 2 involvement with MD-80 aircraft when you joined Alaska 3 in December of 1989? 4 <b>A</b> That's correct. 5 <b>Q</b> Had you performed any maintenance on any 6 other Boeing or McDonnell Douglas fixed-wing aircraft 7 in any of your prior positions? 8 <b>A</b> Yes, sir. 9 <b>Q</b> Which aircraft? 10 <b>A</b> DC10, DC8s. 11 <b>Q</b> Any others? 12 <b>A</b> Not that I can remember. 13 <b>Q</b> Do you know what a jackscrew assembly on a 14 horizontal stabilizer is? 15 <b>A</b> Yes, sir. 16 <b>Q</b> What is your understanding of what it is? 17 <b>A</b> It's an assembly that moves the, basically 18 trims the nose of the aircraft in an up or down 19 configuration for ease of flight. 20 <b>Q</b> In any of your prior positions had you ever 21 performed any maintenance on any jackscrew assembly 22 component on any aircraft? 23 <b>A</b> No, sir. 24 <b>Q</b> Apart from your A and P license, do you 25 hold any other license or certifications?</p> <p style="text-align: right;">Page 16</p>
<p>1 1980's received an A and P license; is that correct? 2 <b>A</b> That's correct. 3 <b>Q</b> Do you recall what year you obtained your 4 license? 5 <b>A</b> My license is dated January of 1985. 6 <b>Q</b> Does it remain in force and effect today? 7 <b>A</b> Yes, sir. 8 <b>Q</b> Has that ever been revoked or suspended? 9 <b>A</b> No, sir. 10 <b>Q</b> In connection with the positions that 11 you've described to us that you have held, whether it 12 be an air traffic controller position or the positions 13 that you have held with the other companies that 14 you've described, did you leave the various positions 15 that you held voluntarily? 16 <b>A</b> Yes, sir. 17 <b>Q</b> I take it that you, you were honorably 18 discharged from the Air Force? 19 <b>A</b> Correct. 20 <b>Q</b> Prior to coming to work for Alaska Airlines 21 in 1989 in connection with the aircraft maintenance 22 positions that you would have held with World Airways 23 or Pioneer Airlines, did you perform maintenance in 24 connection with MD-80 aircraft? 25 <b>A</b> No, sir.</p> <p style="text-align: right;">Page 15</p>	<p>1 <b>A</b> Yes, sir. I have a private pilot's 2 license. 3 <b>Q</b> Any other licenses? 4 <b>A</b> No, sir. 5 <b>Q</b> In connection with your deposition here 6 today, did you view any documents in preparation for 7 it? 8 <b>A</b> I have seen copies of the work card. 9 <b>Q</b> When you say "work card," are you referring 10 to a MIG-4 -- 11 <b>A</b> No, sir. 12 <b>Q</b> -- work card? 13 <b>A</b> No, sir. I'm referring to a task card. 14 <b>Q</b> A task card for? 15 <b>A</b> The jackscrew inspection. 16 <b>Q</b> For a jackscrew inspection? 17 <b>A</b> Yes, sir. 18 <b>Q</b> Did you review any other documents? 19 <b>A</b> Yes, sir. 20 <b>Q</b> What other documents, other than the task 21 card for the a jackscrew inspection, did you review? 22 <b>A</b> I reviewed my statement from the NTSB, FAA. 23 <b>Q</b> Any other documents? 24 <b>A</b> No. 25 <b>Q</b> Did you meet with anyone in connection with</p> <p style="text-align: right;">Page 17</p>

<p>1 your deposition here today?  2 A I met with my lawyers.  3 Q When did you first meet with any lawyers  4 concerning your deposition?  5 A Two days ago.  6 Q Who did you meet with?  7 A I met with Don and Mike. Mike Kerns.  8 Q Mike Kerns?  9 A Yes.  10 Q Was anyone else present for that meeting  11 other than Mr. Rushing and Mr. Kerns?  12 A No, sir.  13 Q Did you review any documents other than the  14 task card that you previously described and the  15 statement before the NTSB at that meeting?  16 A Yes. I did see a copy of the MIG-4 for  17 that.  18 Q This meeting took place this past Tuesday?  19 A Correct.  20 Q Where did the meeting take place?  21 A At a hotel down the street. Four Seasons I  22 believe.  23 Q About how long did it last?  24 A Two and a half hours.  25 Q Prior to that meeting had you met with</p> <p style="text-align: right;">Page 18</p>	<p>1 A Well, I mean there is always talk around  2 the hangar amongst employees. Other than that, no  3 sir.  4 Q Other than talk amongst employees at the  5 hangar, I take it that you've never been interviewed  6 separately other than by NTSB representatives and what  7 brings you here today; is that correct?  8 A That's correct.  9 I would like to add that I did meet with  10 other lawyers in between. But that was all. There  11 was no formal goings on after that or anything until I  12 got notice that there may be a deposition.  13 Q When you say you met with other lawyers in  14 between, are you, is it your testimony that you had  15 meetings with lawyers for Alaska Airlines?  16 A Yes.  17 Q Sometime after your NTSB interview and  18 before you had the meeting with Mr. Kerns and  19 Mr. Rushing this past Tuesday?  20 A That's correct.  21 Q About how many of those meetings?  22 A Just one.  23 Q Did that take place sometime in 2000, or  24 was it more recent?  25 A It had to be I guess at least a year ago or</p> <p style="text-align: right;">Page 20</p>
<p>1 anyone else concerning your deposition here today?  2 A No, sir.  3 Q Now, you mentioned that you gave a  4 statement to the NTSB in connection with matters  5 arising out of the crash of Aircraft Alaska  6 Flight 261?  7 A That's correct.  8 Q You did that sometime in or about February  9 of 2000; is that correct?  10 A That would be correct.  11 Q Other than the statement that you gave to  12 representatives of the NTSB in February of 2000, have  13 you on any other occasion been interviewed by any  14 representative of any federal, state or local agency  15 concerning matters arising out of the crash of  16 Alaska Airlines Flight 261?  17 A No, sir.  18 Q Have you met with anyone where you  19 discussed matters concerning the crash of Flight 261  20 other than this deposition, the meetings with your  21 counsel and your interview before representatives of  22 the NTSB in February of 2000?  23 A Not on a formal basis.  24 Q When you say "not on a formal basis," what  25 do you mean by that?</p> <p style="text-align: right;">Page 19</p>	<p>1 more. I don't recollect the exact time, the time  2 frame.  3 Q Do you recall whether, in connection with  4 that meeting, you reviewed any documents?  5 A No. There was no documents that I recall.  6 Q About how long did that meeting last?  7 A Two hours. Maybe three.  8 Q Did that take place at the Oakland hangar?  9 A No, sir. That was here in San Francisco.  10 Q At a lawyer's office or some other  11 location?  12 A I believe they were working, they were  13 working out of that office. I don't know that it was  14 their office or if it was contracted.  15 Q Do you recall where you met?  16 A No, sir. Not the exact place.  17 I know it was downtown here in  18 San Francisco, but it was not here on Market Street.  19 I know that.  20 Q I want to focus on the period of time when  21 you first joined Alaska Airlines back in December of  22 1989.  23 Did you receive any formal training upon  24 being hired in December of 1989 by Alaska or anyone  25 else concerning maintenance on the aircraft that</p> <p style="text-align: right;">Page 21</p>

1 Alaska Airlines operated at the time?  
 2 A Yes, sir. We did receive an indoctrination  
 3 course in the aircraft. I know they have two courses.  
 4 We had both of them at the time. I believe there was  
 5 two courses.  
 6 Q Was one course on Alaska Airlines'  
 7 procedures and another class focused on the MD-80  
 8 aircraft?  
 9 A That could be. I can't remember the exact  
 10 courses. They may have changed.  
 11 I think, I know there was basic MD-80  
 12 course, which I believe we had. And then one that  
 13 dealt more into systems I believe. But I'm not -- I  
 14 can remember two courses. But I can't remember  
 15 exactly what they are.  
 16 Q Did the classes take place, as best you  
 17 could recollect, at Hangar 6 at Oakland Airport?  
 18 A Yes, sir. Yes, sir.  
 19 Q Do you recollect that Alaska Airlines  
 20 employees taught the classes?  
 21 A Yes, sir.  
 22 Q Other than the formal classroom instruction  
 23 that you received on or about the time you were hired  
 24 back in December of 1989, have you attended any other  
 25 classroom instruction on MD-80 aircraft since joining

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1 The CAN mapping class was taught by an  
 2 outside party. And that was taught at the hangar in  
 3 Seattle.  
 4 Q Do you know who taught that class?  
 5 A John, I can't remember his last name. He's  
 6 from Texas.  
 7 Q Do you know what company he was associated  
 8 with?  
 9 A No, sir. I can't remember it right now.  
 10 Q It was not a class that was taught by any  
 11 Boeing or McDonnell Douglas employee?  
 12 A No, sir.  
 13 Q Any other classroom instruction that you  
 14 have had on McDonnell Douglas or Boeing aircraft?  
 15 A Not that I can remember.  
 16 Q I want to focus on the period of time, if  
 17 we can, between the time you started in December of  
 18 1989 through the period of time that you were a lead  
 19 sheet metal mechanic through 1995. During that period  
 20 of time.  
 21 Did you have occasion at any time while you  
 22 were a mechanic for Alaska Airlines of ever having  
 23 performed a lubrication of a horizontal stabilizer  
 24 jackscrew assembly?  
 25 A No, sir.

Page 24

1 Alaska back in December of 1989?  
 2 A I did a course on sheet metal in Seattle  
 3 which as I recall was oriented towards both Boeing and  
 4 Douglas.  
 5 Q Was that a class taught by Alaska Airlines  
 6 employees?  
 7 A Yes, sir.  
 8 Q Or by someone else?  
 9 A No, by Alaska Airlines employees.  
 10 Q Was that an Alaska Airlines facility in  
 11 Seattle?  
 12 A That's correct.  
 13 Q Other than this class on sheet metal in  
 14 Seattle, do you recall attending other any other  
 15 classroom training or instruction concerning Boeing or  
 16 McDonnell Douglas aircraft since you started with  
 17 Alaska in 1989?  
 18 A Yes, sir. I attended a Boeing 737 class  
 19 for the 400. I have been to class for the 700. And I  
 20 attended a class for CAN mapping on the 737-200.  
 21 Q Where did those classes take place?  
 22 A The 737 courses took place at the Oakland  
 23 hangar.  
 24 Q Taught by Alaska Airlines?  
 25 A Taught by Alaska Airlines employees, yes.

Page 23

1 Q Did you ever have occasion to observe  
 2 anyone doing such a maintenance task on an MD-80  
 3 aircraft?  
 4 A No, sir.  
 5 Q During the period of time between December  
 6 1989 and 1995 when you first became an inspector for  
 7 Alaska Airlines, had you yourself ever performed what  
 8 is known as an end-play check on a jackscrew  
 9 horizontal stabilizer assembly?  
 10 A No, sir.  
 11 Q Had you ever observed anyone else doing so?  
 12 A Yes, sir.  
 13 Q On how many occasions?  
 14 A Two at least. Perhaps three.  
 15 Q And in what capacity were you observing the  
 16 end-play check; if you can recollect?  
 17 A I was lead sheet metal at the time. And as  
 18 I recollect I was assisting with some new hires that  
 19 were up there -- or relative new hires, perhaps  
 20 several months, but still relatively new -- and other  
 21 personnel in setting up the jackscrew for, in setting  
 22 up the equipment for the check; setting up the gauges.  
 23 Q Do you recall approximately when that would  
 24 have been?  
 25 A No, sir. Not any dates.

Page 25

1 Q Did you observe the completion of all the  
2 steps in the check, in the end-play check at that time  
3 or did you just, were you just involved in helping set  
4 up?

5 A Just primary setup.

6 Q Now, between 1995, the time you became an  
7 inspector, through 1997 -- let's focus on that  
8 period -- I take it that as an inspector -- let me  
9 strike all that.

10 In your capacity as an inspector during  
11 that period of time would you have had occasion to  
12 inspect the lubrication of a jackscrew horizontal  
13 stabilizer assembly?

14 MR. RUSHING: Still 1995 through 1997?

15 MR. FRANKEL: Correct.

16 THE WITNESS: No, sir.

17 Q MR. FRANKEL: With respect to an end-play  
18 check on a jackscrew assembly during that period of  
19 time, did you have occasion in your capacity as an  
20 inspector to be the inspector on end-play checks  
21 between 1995 and 1997?

22 A I think I was involved in one or two. I  
23 can't specify time or aircraft.

24 Q Focusing on the period from 1997 to the  
25 date of the accident, January 31st, 2000, do you know

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1 shift supervisor.

2 Q Do you recall in the September-October 1997  
3 time period as to who the day shift supervisor would  
4 have been?

5 A I believe it would have been Manuel Diaz.

6 Q In the 1997 time period, September-October,  
7 how many other inspectors would be on duty with you  
8 during the graveyard shift as typical routine practice  
9 at that time?

10 A I don't remember the exact number we had on  
11 days at that time.

12 Q Let me ask you this.

13 During the period between 1995 and 1997 do  
14 you have any recollection as to what the fluctuation  
15 would have been, what was the largest number of  
16 inspectors that would be on duty and what would be the  
17 smallest?

18 What would be the range?

19 A I would say one to four.

20 If I can, may go back to the question on  
21 supervisors --

22 Q Sure.

23 A -- I believe we did have a supervisor that  
24 I think was Manny, Manuel Diaz. Johnny Baker was the  
25 day shift supervisor.

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1 how many end-play checks you would have been involved  
2 in during that period of time as an inspector?

3 A No, sir.

4 Q Just to complete the loop here, during the  
5 period between 1997 and the date of the accident,  
6 January 31st, 2000, would you have had occasion in  
7 your capacity as inspector to have inspected a  
8 lubrication of a jackscrew assembly?

9 A No, sir.

10 Q Is that because that maintenance task  
11 lubrication of a jackscrew assembly does not require  
12 an inspector?

13 A Yes, sir.

14 Q Now, focusing on the period in the fall of  
15 1997 -- looking at the period between September and  
16 October 1997 in particular -- would you have been  
17 working the grave shift during that period of time?

18 A Yes, sir.

19 Q To whom would you have been reporting in  
20 your capacity as an inspector at that time?

21 A I don't recall that we had a supervisor  
22 assigned per se to graveyard shift at that time.

23 Q In the absence of a supervisor, would there  
24 be anyone to whom you would report?

25 A I would report in the mornings to the day

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1 Q I would like you to just describe for me,  
2 as best you can in your own words, what you understand  
3 your job is as an inspector for Alaska Airlines or  
4 what you understood it to be in the 1997 time period;  
5 what did you understand you were supposed to be doing  
6 in your capacity as an inspector?

7 A As an inspector, my job is to follow the  
8 inspection task cards on the inbound aircraft, to  
9 report by writing MIG-4s any discrepancy which is  
10 noted, to accomplish any checks that I was felt  
11 qualified or was qualified to accomplish, and to check  
12 and certify any work that was done by mechanics.

13 Q You know what a task card is?

14 A Yes, sir.

15 Q And am I correct that at the Oakland  
16 facility of Alaska Airlines that typically -- and  
17 focusing on the 1997 time period now September and  
18 October -- that the facility was principally devoted  
19 to performing heavy maintenance checks on MD-80  
20 aircraft; is that correct?

21 A Yes, sir.

22 Q And in connection with performing  
23 maintenance, heavy maintenance on MD-80 aircraft  
24 through what are known as C-checks as I understand it;  
25 is that right?

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<p>1 A Correct.</p> <p>2 Q There are a variety of maintenance tasks</p> <p>3 that have to be performed at any given C-check;</p> <p>4 correct?</p> <p>5 A Correct.</p> <p>6 Q And in connection with performing those</p> <p>7 C-check maintenance tasks, work task cards are</p> <p>8 generated; correct?</p> <p>9 A Yes, sir.</p> <p>10 Q And those task cards are distributed to</p> <p>11 lead mechanics and in turn to mechanics for the</p> <p>12 performance of those maintenance tasks; correct?</p> <p>13 A That's correct.</p> <p>14 Q And you, as an inspector, where an</p> <p>15 inspection would be required on a particular</p> <p>16 maintenance task would accompany a mechanic to the</p> <p>17 aircraft and observe the mechanic performing the</p> <p>18 particular step or steps of that particular</p> <p>19 maintenance task; is that right?</p> <p>20 A Yes, sir.</p> <p>21 Q The mechanic would sign off on the task</p> <p>22 card to the step that he had performed, and to the</p> <p>23 extent that the task card required an inspection sign</p> <p>24 off, you would sign off or stamp it, certifying that</p> <p>25 the mechanic had properly performed that particular</p> <p style="text-align: right;">Page 30</p>	<p>1 Q Do you know from having received this back</p> <p>2 in September of 1997 who the mechanic was that</p> <p>3 performed this end-play check and who the inspector</p> <p>4 was that participated in this end-play check?</p> <p>5 A I knew who at the time the inspector was.</p> <p>6 I wasn't aware of the mechanic.</p> <p>7 Q Who was --</p> <p>8 What was your understanding back in</p> <p>9 September of 1997 as to the inspector was that</p> <p>10 performed this check?</p> <p>11 A Inspector 71; Lito Bautista.</p> <p>12 Q Mr. Bautista, did he work on the same shift</p> <p>13 as an inspector as you did?</p> <p>14 A No, sir.</p> <p>15 Q What shift did he work on?</p> <p>16 A Day shift.</p> <p>17 Q Did you have occasion ever during the</p> <p>18 course of your time at Alaska Airlines to work</p> <p>19 together with Mr. Bautista?</p> <p>20 A No, sir.</p> <p>21 Q Have you ever had occasion to speak with</p> <p>22 Mr. Bautista?</p> <p>23 A Yes, sir.</p> <p>24 Q When do you recall ever having spoken to</p> <p>25 Mr. Bautista?</p> <p style="text-align: right;">Page 32</p>
<p>1 step of the maintenance task; is that right?</p> <p>2 A That's correct.</p> <p>3 MR. FRANKEL: Now I would like to have the</p> <p>4 witness be provided with the exhibit notebook.</p> <p>5 MR. RUSHING: (Complying)</p> <p>6 MR. FRANKEL: And direct your attention to</p> <p>7 first of all Exhibit 126.</p> <p>8 THE WITNESS: (Complying)</p> <p>9 Q MR. FRANKEL: Do you recognize Exhibit 126</p> <p>10 as an Acme screw nut and end-play check pass card?</p> <p>11 A Yes, sir.</p> <p>12 Q Is this one of the documents that you</p> <p>13 reviewed prior to your deposition today?</p> <p>14 A Yes, sir.</p> <p>15 Q From your review of Exhibit 126, am I</p> <p>16 correct that this is the Acme screw nut and end-play</p> <p>17 check that would have been performed on Aircraft 963</p> <p>18 during its C-5 check at the Oakland facility in the</p> <p>19 September 1997 time period?</p> <p>20 A Yes, sir.</p> <p>21 Q Did you --</p> <p>22 Do you recall having seen Exhibit 126 as</p> <p>23 you sit here today, having seen it back at the time it</p> <p>24 was originally prepared in September of 1997?</p> <p>25 A Yes, sir.</p> <p style="text-align: right;">Page 31</p>	<p>1 A Generally when we get off in the mornings</p> <p>2 for one or two days a week I'll see him for a short</p> <p>3 time.</p> <p>4 Q When your shift is ending and his shift is</p> <p>5 beginning?</p> <p>6 A Correct, sir.</p> <p>7 Q As far as you know, Mr. Bautista is a</p> <p>8 competent, well-respected inspector at</p> <p>9 Alaska Airlines?</p> <p>10 A Yes, sir.</p> <p>11 Q Have you ever heard any criticism about the</p> <p>12 performance of his job at Alaska Airlines?</p> <p>13 A No, sir.</p> <p>14 Q Did you know who the mechanic was or did</p> <p>15 not who the mechanic was that performed this end-play</p> <p>16 check in September of 1997?</p> <p>17 A No, sir. At the time I didn't.</p> <p>18 Q When did you subsequently learn who the</p> <p>19 mechanic was that performed the end-play check?</p> <p>20 A I can't recollect right offhand.</p> <p>21 The best I can remember is when right after</p> <p>22 the accident. I hadn't really paid any attention to</p> <p>23 who the mechanic was at the time.</p> <p>24 Q With respect to Exhibit 126, do you</p> <p>25 recollect under what circumstances you first saw that</p> <p style="text-align: right;">Page 33</p>

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1 exhibit?

2 A The night that I was asked to go redo the  
3 check.

4 Q Do you recall what night that was?

5 A I believe it was on Friday, which at that  
6 time I believe was a Wednesday night, for Thursday  
7 morning shift.

8 Q This end-play check that is before us as  
9 Exhibit 126, I think the record will show that it was  
10 performed initially on the 27th of September 1997,  
11 which I believe was a Saturday.

12 Does that in any way refresh your  
13 recollection as to when you would have been asked to  
14 perform a re-check?

15 MR. RUSHING: Do you want to show him the  
16 MIG-4 to help him refresh?

17 MR. FRANKEL: Yeah.

18 THE WITNESS: I don't recall.

19 I think we were still on five eight's then.  
20 So it may have been, may have been on my Thursday.  
21 Which I have to judge by those dates, because that's  
22 how I keep track of where I'm at.

23 At that time it would have -- see this was  
24 30th --

25 Q MR. FRANKEL: You're now looking at

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1 Q MR. FRANKEL: Let me just make sure the  
2 record is clear.

3 As best you can recollect, having now  
4 looked at a calendar of the September, late September,  
5 early October 1997 period, it's your best recollection  
6 that the days off that you would have had would have  
7 been Wednesday and Thursdays; is that correct?

8 A Yes, sir.

9 Q And having looked at the calendar and  
10 looked at Exhibit 130, the MIG-4 form, do you know  
11 when you acted as the inspector in a re-check of this  
12 end-play on the Aircraft 963 jackscrew assembly?

13 A Yes, sir. It was on, it was on the 30th.

14 Q Now, prior -- I want to just clarify  
15 something.

16 Prior to September 30th, 1997 had you been  
17 made aware in any way that a MIG-4 form had been  
18 written that in any way related to the horizontal  
19 stabilizer jackscrew assembly on Aircraft 963?

20 A No, sir.

21 Q So the first occasion that you became aware  
22 that there was any issue with respect to end-play on  
23 Aircraft 963 was on September 30th, during your  
24 graveyard shift that day?

25 A Correct.

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1 Exhibit 130, the MIG-4 form?

2 A Yes, sir.

3 I can't remember my days off. I did change  
4 days off at one time. If I was off Wednesday and  
5 Thursday, this took place on what would be Tuesday  
6 night for Wednesday. Which would be going into my  
7 days off.

8 You say that the 27th was on a Saturday; is  
9 that correct?

10 MR. FRANKEL: I'm just confirming that  
11 because --

12 MR. RUSHING: Let me show him a calendar  
13 for that period.

14 MR. FRANKEL: That's what I was going to  
15 look at is a calendar. And the 27th was a Saturday.  
16 The 30th of September was a Tuesday.

17 THE WITNESS: I was off I believe  
18 Wednesday-Thursday during that period of time.  
19 Because as I recollect -- let's see.

20 As I recollect that was on my Friday. I  
21 believe I was off Wednesdays and Thursdays.  
22 Because -- the reason I say that is just because I  
23 don't remember the aircraft. I'm not sure of the  
24 release date, but I don't recall that the aircraft was  
25 still there when I came back to work after my shift.

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1 Q Can you tell me as best you can recollect  
2 what the circumstances were when you were first  
3 advised --

4 How did you first get advised about this  
5 re-check?

6 A Ron Hensel and Ron Azbell came to me and  
7 said they had to do a re-check on the jackscrew on the  
8 end-play.

9 Q Now, Mr. Hensel was a lead mechanic on the  
10 graveyard shift?

11 A That's correct.

12 Q And Mr. Azbell was a mechanic that reported  
13 to Mr. Hensel?

14 A That's correct.

15 Q Do you recall when during the course of the  
16 shift they first approached you?

17 Was it at the beginning of the graveyard  
18 shift on the 30th or at the end?

19 A I don't recall the time. I would say  
20 approximately mid-shift, which may be one, two o'clock  
21 in the morning, roughly.

22 Q Did they come to you together?

23 A Yes, sir.

24 Q Do you know whether any other inspector was  
25 on duty on your shift that night during that graveyard

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1 shift?  
 2 A No, sir.  
 3 Q If another inspector would have been on  
 4 that shift do you know who it would have been at that  
 5 time?  
 6 A No, sir, I can't remember names of who was  
 7 assigned to that shift.  
 8 Q When Mr. Azbell and Mr. Hensel approached  
 9 you, what did they say as best you can recollect?  
 10 A I don't recall any exact words. I can't --  
 11 I'd be wrong to specify anything. I don't remember  
 12 the exact conversation so --  
 13 Q Do you remember the substance of the  
 14 initial conversation if not the exact words?  
 15 A No.  
 16 There was something I -- I think they were  
 17 kind of upset because we had this three-day lag and  
 18 they were wondering why the re-check.  
 19 Q When you say "three-day lag?"  
 20 A There was, this check was originally done  
 21 on the 27th and now it's three days later and we are  
 22 doing the check.  
 23 Q Now, at the time that Mr. Hensel and  
 24 Mr. Azbell approached you, do you recall any other  
 25 instance while you have been at Alaska where -- prior

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1 at least the completed MIG-4 that was, that has  
 2 information concerning the second check, what I want  
 3 to really try to understand is that when you first saw  
 4 Exhibit 130 can you recollect -- when you first saw  
 5 Exhibit 130 do you recall what was written on it?  
 6 A I believe everything from the discrepancy  
 7 and planned action was written on it as far as I  
 8 recall, requesting the reevaluation for the task card.  
 9 Q So the line under "planned action" that you  
 10 see says "replace nut and perform EO-8-55-10-01" and  
 11 some initials and a date after that, was that line  
 12 through when you saw it or not?  
 13 A Yes, sir, I believe it was.  
 14 Q The second line, it says "reevaluate test  
 15 per WC 246-27000."  
 16 That was there as well?  
 17 A Yes, sir.  
 18 Q Do you recall asking Mr. Azbell or  
 19 Mr. Hensel why a re-check needed to be done?  
 20 A Not specifically.  
 21 Q Did you have an understanding prior to  
 22 being presented with Exhibit 130 by Mr. Hensel and  
 23 Mr. Azbell on September 30th of 2000 as to what the  
 24 end-play limits were for requiring the removal of a  
 25 jackscrew assembly?

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1 to that event, prior to September 30th, 1997 -- where  
 2 you had been asked to be an inspector in connection  
 3 with performing a re-check on jackscrew horizontal  
 4 stabilizer?  
 5 A No, sir.  
 6 Q This was the first time?  
 7 A This was the first time, yes, sir.  
 8 Q This was an unusual occurrence; right?  
 9 A Um, yes, sir.  
 10 Q Now, when Mr. Azbell and Mr. Hensel came to  
 11 you on September 30th, did they provide you with any  
 12 documents?  
 13 A Yes, sir. They had the MIG-4 in hand at  
 14 the time when, that was when they came to the office.  
 15 Q They came to your office?  
 16 A Yes, sir.  
 17 Q To the inspection office at Oakland hangar?  
 18 A Yes, sir.  
 19 Q And they had the MIG-4 in hand?  
 20 A Yes, sir.  
 21 Q And how many copies of the MIG-4 were in  
 22 hand? Was it the white and the manila copy or just  
 23 the manila copy?  
 24 A Just the manila.  
 25 Q And having Exhibit 130 before you, that is

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1 A No, sir. Other than 40 thousands was the  
 2 max. I knew that.  
 3 Q Just to make sure that I have your  
 4 understanding correct, if an end-play test had been  
 5 done and it came up at .040, you understood that that  
 6 was at the maximum of the allowable limit and anything  
 7 above that, i.e. .041, would have required removal and  
 8 replacement, anything at .040 or below meant that it  
 9 was good to go?  
 10 A That's correct.  
 11 Q At the time that you were presented with  
 12 Exhibit 130 as you have described it, had you ever  
 13 seen a MIG-4 where a planned action had been stricken  
 14 as is shown in the planned action here and another  
 15 planned action inserted in its stead?  
 16 A Yes, sir.  
 17 Q On how many occasions?  
 18 A I have no idea.  
 19 Q Is that a common occurrence?  
 20 A I would say it's not real common, but  
 21 relatively common.  
 22 Q Based on your understanding of  
 23 Alaska Airlines procedures, who is it -- first of all,  
 24 who decides or completes the form MIG-4 and inserts  
 25 the discrepancy description?

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1 A Any individual, any mechanic at  
2 Alaska Airlines can write a discrepancy against the  
3 aircraft.  
4 Q But is it your understanding, based on  
5 having reviewed Exhibit 130, that it was an inspector  
6 that had initially prepared the discrepancy concerning  
7 the jackscrew assembly on Aircraft 963 on or about the  
8 27th of September, 1997?  
9 A That's correct.  
10 Q Am I correct that if Mr. Bautista, based on  
11 the inspection number and Artic number that appears in  
12 the originating employee box, that Mr. Bautista would  
13 have been the one that would have prepared that  
14 portion of this exhibit?  
15 A Yes, sir.  
16 Q With respect to planned action, who is it,  
17 based on your understanding of Alaska's practices and  
18 procedures, that determines what the planned action is  
19 for a discrepancy?  
20 A The lead.  
21 Q Did you ever learn while -- strike that.  
22 At the time that you were presented with  
23 Exhibit 130 back in September of 1997, do you know,  
24 did you know at the time as to which lead put the  
25 first planned action that was stricken through on

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1 Exhibit 130?  
2 A No, sir.  
3 Q Have you learned since who did that?  
4 A I believe at the time, after the accident,  
5 I believe it was John Leotine. But I'm not positive.  
6 That's what I was told; it was John Leotine.  
7 Q This is something you learned after the  
8 accident?  
9 A After, yes.  
10 Q Do you know Mr. Leotine?  
11 A Yes, sir.  
12 Q Mr. Leotine was a lead mechanic at  
13 Alaska Airlines?  
14 A That's correct.  
15 Q Did he ever work on the same shift as you  
16 did?  
17 A I believe we worked swing shift together  
18 when we were both leads for a while.  
19 Q When you were a lead mechanic?  
20 A When I was a lead.  
21 Q And in your capacity as a supervisor did  
22 you ever work on the shift that Mr. Leotine was the  
23 lead mechanic for?  
24 A I'm sorry. Can you repeat that.  
25 Q Yeah.

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1 In your capacity as a supervisor did you  
2 ever work -- I'm sorry not as a supervisor, as an  
3 inspector.  
4 In your capacity as an inspector, did you  
5 ever work on the same shift as Mr. Leotine?  
6 A No, sir, I don't believe so.  
7 Q Mr. Leotine was a competent mechanic?  
8 A To the best of my knowledge, yes.  
9 MR. RUSHING: We have been going about an  
10 hour, Steve, and it sounds like Mr. Hensel's voice is  
11 starting to wear a little thin. Let's take a break.  
12 MR. FRANKEL: Sure.  
13 THE WITNESS: Mr. Minette.  
14 MR. RUSHING: I'm sorry.  
15 THE VIDEOGRAPHER: We are off the record at  
16 4:35 p.m.  
17 (Recess taken)  
18 THE VIDEOGRAPHER: We are back on the  
19 record at 4:47 p.m.  
20 Q MR. FRANKEL: Mr. Minette, going back to  
21 the practices at Alaska in this time period, you're  
22 familiar with Alaska Airlines' general maintenance  
23 manual?  
24 A Yes, sir.  
25 Q Am I correct that the general maintenance

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1 manual includes, for example, procedures for the  
2 completion and processing of a MIG-4 non-routine work  
3 card?  
4 A Yes, sir.  
5 Q Is there any provision that you're aware of  
6 in Alaska Airlines' general maintenance manual that  
7 permits a, one lead mechanic to change a planned  
8 action set forth by another lead mechanic on a MIG-4  
9 form?  
10 A I don't recall.  
11 Q Do you recall whether such a provision  
12 exists today?  
13 A No, sir.  
14 Q During the time that you have been at  
15 Alaska Airlines has anyone ever told you that one lead  
16 mechanic could change or modify a planned action that  
17 another lead mechanic had set forth on a MIG-4 form?  
18 A Not specifically.  
19 However, I know they have been changed at  
20 times because the planned action doesn't meet the  
21 requirements of what the job entails.  
22 And if I may say, that I noticed that more  
23 as a sheet metal lead as opposed to when I was an  
24 inspector.  
25 Q Tell me as best you can recollect what you

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1 noticed when you were a sheet metal lead in terms  
 2 of -- let me ask you this.  
 3 Q When you were a sheet metal lead I take it  
 4 that in that capacity you would have been presented  
 5 with MIG-4s where you had to make a determination as  
 6 to what the planned action would be to correct a  
 7 discrepancy?  
 8 A That's correct.  
 9 Q And how would you go about determining the  
 10 planned action for a discrepancy in your capacity as  
 11 lead mechanic for sheet metal?  
 12 A I would go out, take a look at the job that  
 13 was written up and determine what needed to be done.  
 14 Q Would you go to the aircraft?  
 15 A Yes, sir.  
 16 Q Would you talk to the inspector or mechanic  
 17 who prepared the discrepancy?  
 18 A Yes, sir, if I had any doubts about what  
 19 the actual discrepancy was. Some at times can be  
 20 vague.  
 21 Q Then you would set forth the planned action  
 22 on the MIG-4?  
 23 A That's.  
 24 Q If you were going to change a planned  
 25 action that another lead mechanic had written, would

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1 Q Who is that?  
 2 A That's Ross Belfiore.  
 3 Q What position did Mr. Belfiore hold with  
 4 Alaska Airlines in September of 1997?  
 5 A He's been a supervisor since I have known  
 6 him.  
 7 Q Did you have any understanding in September  
 8 of 1997 as to what the planned action would have, how  
 9 this form appeared period to Mr. Belfiore at the time  
 10 he first signed it as to what appeared in the planned  
 11 action box?  
 12 A No, sir.  
 13 Q Have you learned since that time what was  
 14 in the planned action item, what was filled in the  
 15 planned action box when Mr. Belfiore put his initials  
 16 and Artic number in the authorized by box on  
 17 Exhibit 130?  
 18 A No, sir.  
 19 Q Now, the initials at the end of the first  
 20 line that is stricken through, the "replace nut and  
 21 perform EO," do you know who's initials appear at end  
 22 of that line?  
 23 A Yes, sir.  
 24 Q Who's initials are those?  
 25 A Ron Hensef's.

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1 you seek out the lead mechanic who wrote the original  
 2 planned action when you were seeking to change it?  
 3 MR. RUSHING: When he was a lead --  
 4 MR. FRANKEL: Lead.  
 5 MR. RUSHING: -- sheet metal mechanic?  
 6 MR. FRANKEL: Correct.  
 7 A Not that I recall.  
 8 Q MR. FRANKEL: If you -- let me ask you  
 9 this.  
 10 You see that you "authorized by" box by in  
 11 the planned action section?  
 12 A Yes, sir.  
 13 Q Who typically, back in the September 1997  
 14 time period, would fill out that box on a MIG-4?  
 15 A I don't recollect what the regulation was  
 16 on that at that time.  
 17 Generally it would be -- it could be the  
 18 lead. It could be -- at that time I believe it could  
 19 be the lead, the supervisor, and I believe production  
 20 control also had the ability to authorize the work;  
 21 correct.  
 22 Q I take it --  
 23 Do you know, did you know back in September  
 24 of 1997 as, who RB40462 was?  
 25 A Yes, sir.

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1 Q There is a date "9/30/97" thereafter?  
 2 A That's correct.  
 3 Q Does that indicate to you that it was  
 4 Mr. Hensel that struck through the initial planned  
 5 action?  
 6 A Yes, sir.  
 7 Q When Mr. Hensel and Mr. Azbell first  
 8 approached you in the mid-shift hours of the graveyard  
 9 shift on September 30th, 1997, did Mr. Azbell or  
 10 Mr. Hensel tell you that the planned action was  
 11 incorrect in any way?  
 12 A No, sir.  
 13 Q Did you learn -- strike that.  
 14 Do you know what perform E08-55-10-01  
 15 means?  
 16 A No, sir.  
 17 Q Now, I think you testified earlier that you  
 18 had some recollection that there was some concern  
 19 expressed by Mr. Azbell or Mr. Hensel that the initial  
 20 discrepancy on this MIG-4 had been prepared on the  
 21 27th of September and here you were some three days  
 22 later, on the 30th of September, having to do a  
 23 re-check?  
 24 Do you recall anything more than concern  
 25 or --

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1 A No, sir.  
 2 Q Do you recall whether it was Mr. Hensel  
 3 that was expressing the concern or Mr. Azbell?  
 4 A Mr. Hensel.  
 5 Q Now, in connection, in relation to  
 6 September 30th, 1997, do you know when Aircraft 963  
 7 was scheduled to return to revenue service and be  
 8 completed with its C-check?  
 9 A No, sir, I don't remember.  
 10 Q Now, is it your understanding that had  
 11 Mr. Hensel not stricken through the first line of the  
 12 planned action, that the planned action was to replace  
 13 the jackscrew assembly on this aircraft?  
 14 A I'm not sure I fully understand.  
 15 Q Let me ask you: If the line had not been  
 16 stricken through by Mr. Hensel -- the first line -- is  
 17 it your understanding that the Acme screw and nut  
 18 assembly on this aircraft would have to be replaced?  
 19 A Yes, sir.  
 20 MR. RUSHING: Objection. Before you  
 21 answer, sir, I want to get an objection on the record.  
 22 It's an incomplete hypothetical; asks for  
 23 him to speculate. Conjecture. Misstates the  
 24 evidence.  
 25 Q MR. FRANKEL: Do you know whether any

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1 steps prior to September 30th, 1997, prior to the time  
 2 that you were presented with this, do you know whether  
 3 any steps had been taken at Alaska to locate another  
 4 jackscrew assembly?  
 5 A No, sir.  
 6 Q Do you know who would have had  
 7 responsibility within Alaska to locate or order a  
 8 jackscrew assembly if between the time this  
 9 discrepancy was written on the 27th and the time  
 10 Mr. Hensel struck through the planned action item such  
 11 an effort had been undertaken?  
 12 A It would have been the leads or a lead  
 13 assigned a mechanic to order the part, which would go  
 14 then to I believe purchasing, who would have taken  
 15 care of obtaining the part.  
 16 Q In your capacity as inspector did you have  
 17 any responsibility for overseeing or making sure that  
 18 parts got ordered or processed for installation on the  
 19 aircraft?  
 20 A Not ordered. But we did -- we have to  
 21 inspect parts coming in for use on the aircraft. But  
 22 not as far as the initial ordering goes.  
 23 Q So if a jackscrew assembly had been ordered  
 24 and received before it goes on the aircraft, someone  
 25 in your capacity, an inspector, would inspect the part

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1 or component before it actually gets installed on the  
 2 aircraft?  
 3 A That's correct.  
 4 Q Do you know or did you know back in  
 5 September of 1997, at the time Mr. Azbell and  
 6 Mr. Hensel approached you, whether or not Alaska  
 7 maintained in its inventory jackscrew assemblies?  
 8 A No, sir.  
 9 Q Do you have -- did you have any knowledge  
 10 in September of 1997 as to how long it would take for  
 11 Alaska to receive a jackscrew assembly if one had not  
 12 been maintained in inventory?  
 13 A No, sir.  
 14 Q Did you have any knowledge in September of  
 15 1997 as to how long, once a jackscrew assembly would  
 16 be received and inspected, how long it would take to  
 17 complete a replacement of that assembly on an MD-80  
 18 aircraft?  
 19 A No, sir.  
 20 Q Have you ever since learned how long it  
 21 would take to complete a jackscrew assembly,  
 22 replacement of a jackscrew assembly on an MD-80  
 23 aircraft?  
 24 A I replaced one not too long ago, and I  
 25 believe it took somewhere in the neighborhood of five

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1 or six hours.  
 2 Q Did you observe that replacement?  
 3 A No, sir. It was done on my shift, but I  
 4 did not physically go up and observe the change.  
 5 Q Now, when Mr. Hensel and Mr. Azbell  
 6 approached, came into the inspection office, said that  
 7 you had to do this re-check, did you then immediately  
 8 go out to the aircraft to inspect a re-check?  
 9 A No, sir, not at that immediate moment.  
 10 Q How long of a time period elapsed, if you  
 11 can recollect, between the time Mr. Hensel first  
 12 approached you with Mr. Azbell and you going out to  
 13 the aircraft to inspect the performance of a second  
 14 end-play check?  
 15 MR. RUSHING: When you say "second," you're  
 16 talking about this being the one that followed?  
 17 MR. FRANKEL: Yes.  
 18 MR. RUSHING: Okay.  
 19 THE WITNESS: I would say two, possibly  
 20 three hours.  
 21 Q MR. FRANKEL: How long did the initial  
 22 conversation, as best you recollect, between  
 23 Mr. Hensel and Mr. Azbell and yourself last when they  
 24 came into the office?  
 25 A Not very long.

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1 Q Five minutes?  
 2 A I don't --  
 3 Less.  
 4 Q Less?  
 5 A Less.  
 6 Q Was there a reason why it took two or three  
 7 hours before you went out to the aircraft to do the  
 8 inspection?  
 9 A Well, as I recollect, they came to me  
 10 saying it was going to need a re-check. I said we  
 11 will go out and do the re-check. And just come get me  
 12 when or set up and ready to go.  
 13 Two or three hours, you're talking at least  
 14 one break and lunch before they are ready. Which is a  
 15 good 45 minutes.  
 16 Q Other than being presented with  
 17 Exhibit 130 -- well, let me ask you this.  
 18 When you were presented with Exhibit 130  
 19 did you have a chance to look at the reverse side of  
 20 the manila card to see if anything was written on the  
 21 back?  
 22 A No, sir, I did not look at it.  
 23 Q Do you know whether there was any color  
 24 coding of any sort as you can recollect --  
 25 A No, sir.

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1 Q Had you ever inspected an end-play check  
 2 that he had done prior to September 30th?  
 3 A No, sir. Not that I'm aware of.  
 4 Q Mr. Azbell came to get you. Then did you  
 5 accompany him out to the aircraft?  
 6 A That's correct.  
 7 Q Did anyone else accompany you?  
 8 A Not that I can remember.  
 9 Q What do you recollect once --  
 10 Were you presented with any other documents  
 11 by Mr. Azbell at the time he came to get you?  
 12 A Yes, sir. I believe we had the copy of the  
 13 task card to use so we could do the procedure and then  
 14 the MIG-4 he had with him.  
 15 Q So you had Exhibit 130.  
 16 And did you have -- if you turn back to  
 17 Exhibit 126.  
 18 A (Complying)  
 19 Q Did you ever Exhibit 126 with you?  
 20 A Yes, sir.  
 21 Q Now, at the time that you had Exhibit 126,  
 22 at the time, did Mr. Azbell have that in his hand when  
 23 he came to get you?  
 24 A I believe he did, yes.  
 25 Q Is it typical that there would have been

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1 Q -- on the face of the card?  
 2 A No, sir, I don't recollect anything.  
 3 Q Is it typical that there is some color  
 4 coding on MIG-4s back in the 1997 time period?  
 5 A At that point in time they used to mark for  
 6 I believe parts ordered. And I don't recall if they  
 7 marked for skill at that time. I believe they did.  
 8 Q How would it be marked? What kind of color  
 9 coding do you recollect?  
 10 A I believe they would mark the zone or area  
 11 for parts in yellow. And the skills had varying  
 12 colors and I don't recall what they are. I know sheet  
 13 metal was red. The rest of them I can't recall.  
 14 Q Other than being presented with  
 15 Exhibit 130, were you provided with any other  
 16 documents at the time that Mr. Hensel and Mr. Azbell  
 17 came to your office at the Oakland hangar initially on  
 18 September 30th?  
 19 A No, sir.  
 20 Q I take it that sometime two to three hours  
 21 later someone came to get you?  
 22 A Yes. I believe it was Ron Azbell.  
 23 Q Had you worked with Mr. Azbell before as an  
 24 inspector?  
 25 A Yes.

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1 graphics attached to Exhibit 126 at that time?  
 2 A Yes, sir.  
 3 Q Do you recollect whether graphics were  
 4 attached to Exhibit 126 at the time Mr. Azbell  
 5 presented it to you?  
 6 A Yes, sir.  
 7 Q Now, when Mr. Azbell had come to get you,  
 8 did he already have the materials and tools that are  
 9 listed on Exhibit 126 or did you have to stop at  
 10 stores to get those?  
 11 A No, sir.  
 12 He already had those and it was, we were  
 13 set up to do the check at that time.  
 14 Q Let me ask you this.  
 15 You see the first tool it says "horizontal  
 16 stab restraining fixture?"  
 17 A Yes, sir.  
 18 Q Do you know how many such restraining  
 19 fixtures Alaska Airlines had at the Oakland facility  
 20 back in September of 1997?  
 21 A Best of my recollection, we had one.  
 22 Q Did you, do you know whether or not -- do  
 23 you know -- strike that.  
 24 That horizontal stabilizing fixture, do you  
 25 know whether that fixture had been made by

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1 Alaska Airlines or acquired from some other source?  
 2 A Acquired from somebody else I believe.  
 3 Q Do you know from whom?  
 4 A I think it's a Douglas part.  
 5 Q Did you examine the restraining fixture on,  
 6 in September of 1997?  
 7 A To the extent of the installation of it,  
 8 yes.  
 9 Q Did you examine --  
 10 Is a horizontal restraining fixture a tool  
 11 that needs to be calibrated?  
 12 A No, sir.  
 13 Q How do you know that?  
 14 A It's just a fixture with two threaded  
 15 attaching ends. There is nothing there to calibrate  
 16 it either.  
 17 Q Now, this horizontal stabilizing fixture  
 18 that was used for the second end-play test that you  
 19 inspected in September of 1997, could you see both  
 20 restraining threads through the restraining fixture?  
 21 A Yes, sir.  
 22 Q It also shows a dial indicator.  
 23 Is a dial indicator a tool that needs to be  
 24 calibrated?  
 25 A Yes, sir, they calibrate.

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1 Q In your capacity as an inspector do you  
 2 examine the dial indicator to see whether or not it  
 3 has been appropriately calibrated?  
 4 A Yes, sir.  
 5 Q How do you do that?  
 6 A I have a MIG-11 attached.  
 7 Q A MIG-11 is what?  
 8 A It's a small tag. And normally I believe  
 9 on the daily indicators will be either attached to the  
 10 box, in some cases to the indicator itself. Unless  
 11 they had -- there is two different sizes. But they  
 12 are certification papers for the, to certification  
 13 sticker for the fact that it's been calibrated. It  
 14 would be stamped by an inspector with the date of next  
 15 calibration due.  
 16 Q Do you know what go no go tool is?  
 17 A Yes, sir.  
 18 Q And is that a tool that needs to be  
 19 calibrated?  
 20 A No, sir.  
 21 I might mention we didn't use the go no go  
 22 gauge.  
 23 Q What --  
 24 A We did not use it on the second check to  
 25 the best of my knowledge. I don't recall.

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1 Q Now, are there other tools other than  
 2 what's listed on the face of Exhibit 128, 126 that are  
 3 needed in order to perform an end-play check?  
 4 A Yes, sir.  
 5 You need a calibrated torque wrench.  
 6 Q Any other tools other than those?  
 7 A Um, you need -- if you get down to the  
 8 basic tools, the mechanic needs his wrench to attach  
 9 the fixture and inspection will need a mirror and  
 10 flashlights.  
 11 Q Now, so you went up to the aircraft. Did  
 12 you go up to the tail on a tail stand?  
 13 A That's correct.  
 14 Q Now, in connection with the performance of  
 15 this end-play, the second end-play check, was  
 16 Mr. Minnette with you at all times throughout the  
 17 test?  
 18 MR. RUSHING: Mr. Azbell.  
 19 MR. FRANKEL: I'm sorry. Mr. Azbell.  
 20 MR. RUSHING: It's okay. It's late.  
 21 THE WITNESS: Yes.  
 22 Q MR. FRANKEL: Want to start over?  
 23 Let me start over.  
 24 Throughout each step that's listed on  
 25 Exhibit 126 for the performance of the end-play check,

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1 was Mr. Azbell present with you for each step of the  
 2 test?  
 3 A Yes.  
 4 Q Okay.  
 5 Are there certain steps of this test or  
 6 check that require the mechanic to go to the cockpit?  
 7 A Yes. You would have to go to the cockpit  
 8 in order to set the trim in the proper position.  
 9 Q Would you accompany him to the cockpit to  
 10 do that?  
 11 A I could. Sometimes I don't. Generally  
 12 will check on my way up, on my way to the back I'll go  
 13 up and make sure -- if they say everything is set,  
 14 I'll go up and make sure it has the correct indication  
 15 in the cockpit. But it may or may not be together.  
 16 Q Now, in connection with this test, the  
 17 second test that you inspected, was -- there wasn't  
 18 another mechanic or person in the cockpit while you  
 19 and Mr. Azbell were at the tail as best you can  
 20 recollect?  
 21 A No, sir.  
 22 Q During the performance of the steps in this  
 23 test, starting with step one where under section A,  
 24 that requires the mechanic to go to the cockpit;  
 25 correct?

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<p>1 A That's true; correct.  2 Q Step number B1 also requires the mechanic  3 to go to the cockpit; does it not?  4 A Correct.  5 Q Step number A2 requires the mechanic and --  6 let me strike that.  7 Does step number A2 require the mechanic to  8 do anything or does that just require inspection?  9 A No, that just requires inspection.  10 Q Step number one, A3, does that require the  11 mechanic to go to the cockpit?  12 A Yes, sir.  13 Q But doesn't require any inspection; is that  14 correct? Or does it require inspection?  15 A It does if you go to 3A, it would require  16 inspection.  17 Q 3A requires inspection.  18 Am I correct that while the mechanic is  19 moving the control switches in step A1 that you, as an  20 inspector, would be back in the tail confirming that  21 the upper Acme nut stop is at 12.2 degrees dimension?  22 A That's correct.  23 Q And that while the mechanic in step A3 is  24 controlling the wheel trim switches and running the  25 stabilizer in the nose down direction until shutoff</p> <p style="text-align: right;">Page 62</p>	<p>1 installing it? It was already installed?  2 A Correct.  3 Q Had the clamp indicator mounting bracket to  4 the jackscrew torque-to-retaining-nut set forth in  5 step five on page two of the exhibit, had that already  6 been installed as well?  7 A You're referencing step five?  8 Q Yes.  9 A Yes, correct.  10 Q What about step number 6; had that already  11 been accomplished by the time you got into the  12 aircraft with Mr. Azbell?  13 A That's correct.  14 Q Now I take it that -- Am I correct that you  15 did not take or obtain a separate task card, i.e. a  16 blank 246-27000 task card that you would have stamped  17 as Mr. Bautista did on Exhibit 1267?  18 A That's correct.  19 Q Was there anything that precluded you from  20 doing that?  21 A We have the MIG-4, which is going to list  22 everything. And as long as we reference it to the  23 task card, then we are correct in stating that we used  24 that task card.  25 Q And is that set forth in, anywhere in the</p> <p style="text-align: right;">Page 64</p>
<p>1 functions, that you are then in the tail section  2 confirming that the Acme nut stop is at 2.1 degrees  3 dimension?  4 A That's correct.  5 Q And that when the mechanic, in this case  6 Mr. Azbell, is controlling the trim wheel switches  7 under step B1, that that is not a step that requires  8 any inspection?  9 A That's correct, no inspection required.  10 Q Then as we move down to the next page of  11 the exhibit, the second page, when he removes the  12 various panels and opens the circuit breakers, does  13 that require him to, in step 2 where he's opening  14 circuit breakers, et cetera, does that require him to  15 be in the cockpit, or is he in the tail doing that?  16 A No sir, he would be in the cockpit.  17 Q What about removing the panel and  18 stabilizing fairing to gain access to the work area?  19 A He would be up on the tail stand for that.  20 Q Now, when you got to the aircraft with  21 Mr. Azbell on September 30th to do the second check,  22 had the horizontal stabilizer restraining fixture  23 already been installed by Mr. Azbell?  24 A Yes, sir.  25 Q So you did not observe him actually</p> <p style="text-align: right;">Page 63</p>	<p>1 general maintenance manual that when you're doing a  2 re-check of an end-play task or any other kind of test  3 that has a task card, that you're not to complete a  4 new task card?  5 MR. RUSHING: Are those words stated in the  6 general maintenance manual for Alaska?  7 MR. FRANKEL: Yes.  8 THE WITNESS: No, sir. Not that I'm aware  9 of.  10 Q MR. FRANKEL: When you went up to the tail  11 with Mr. Azbell, what do you recollect being the first  12 thing that you did when you got up to the tail with  13 Mr. Azbell?  14 A I checked the installation of the fixture  15 and I checked the gauges for security and to make sure  16 that we did have a pre-load, which is required by step  17 seven. Yeah, step seven.  18 Q Did you notice whether there had, whether,  19 could you notice whether -- strike that.  20 Did it appear to you when you first arrived  21 up on the tail with Mr. Azbell, did you inspect the  22 jackscrew assembly from a visual perspective?  23 A I can't recall that I looked it over  24 completely.  25 Q Did it appear to you that the jackscrew</p> <p style="text-align: right;">Page 65</p>

1 assembly had been recently lubricated?  
 2 A No.  
 3 Q You don't --  
 4 Do you know one way or the other or you  
 5 just don't recollect?  
 6 A Well, I will say this. From what I can  
 7 remember, it does not appear to have been lubed in the  
 8 manner with which we are lubing them now.  
 9 Q Can you explain what you mean by that.  
 10 A Well, when the aircraft go out now there is  
 11 grease all the way through the threads completely.  
 12 And it's generally coming out all over the nut and  
 13 everything else. I mean, they are heavily lubed going  
 14 out.  
 15 I don't recall, to the best of my  
 16 recollection, that the threads now, I can't verify the  
 17 nut --  
 18 I'm sure that the threads were not  
 19 completely coated in grease. That I can state.  
 20 Whether the nut itself had been lubricated,  
 21 that, I don't know.  
 22 Q Okay. Well, let's move on.  
 23 You checked the gauges. You made sure they  
 24 were set for security. And you did this pre-indicator  
 25 probe or at least inspected the pre-indicator probe to

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1 at least .100 inches. And it says "record dial  
 2 indicator reading."  
 3 You see in step number 7?  
 4 A Yes, sir.  
 5 Q Would it be you that would be recording the  
 6 dial indicator reading as Mr. Azbell?  
 7 A Well, either one of us could as long as we  
 8 both witness it so that we can sign it off.  
 9 Q Where would you make that recording, or  
 10 where did you make the recording on September 30th,  
 11 1997?  
 12 A I don't remember.  
 13 Q Do you recall who, between you and  
 14 Mr. Azbell, would have made the recordings back in, on  
 15 this second check?  
 16 A No, sir.  
 17 And if I might add something -- and the  
 18 reason I say this is because all, the gauges are all  
 19 adjustable to zero -- we reset 'em to zero. Once you  
 20 set up the, you know -- to get your reading you start  
 21 at zero instead of trying to figure out between what  
 22 and what. The dial face turns. And you can move zero  
 23 to the point -- so you go til you get your hundred  
 24 thousandths. And then you set the pointer to zero at  
 25 that point.

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1 Q Okay.  
 2 In your typical practice back in September  
 3 of 1997 as an inspector when you were asked in task  
 4 cards, whether they were end-play checks or otherwise  
 5 to record information in your capacity as an  
 6 inspector, where would you typically record it?  
 7 A On the task card if the task card had a  
 8 place to record it.  
 9 Q This task card has no place.  
 10 A Has no place, no, sir.  
 11 Q In the absence of a place on a task card to  
 12 record a dial indicator reading, where, as best you  
 13 can recollect, would you have made such recordings in  
 14 September of 1997?  
 15 A Probably would have made 'em on a piece of  
 16 scratch paper.  
 17 Q Did you keep like a pad of scratch paper on  
 18 a clipboard?  
 19 A Generally you would have a clipboard that  
 20 would have scratch paper on it.  
 21 Q Now let's go to the next step. It says  
 22 "apply 250 to 300 inch pounds of torque to the  
 23 horizontal stabilizer by shorting the restraining  
 24 fixture and record dial indicator readings."  
 25 I take it that it's Mr. Azbell who applies

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1 the torque to the stabilizer?  
 2 A That's correct.  
 3 Q And do you recall in this instance where  
 4 between 250 to 300 inch pounds of torque Mr. Azbell  
 5 applied?  
 6 A I don't recall exactly, no.  
 7 Q Do you recall approximately?  
 8 A Well, I would recall by what myself does  
 9 and what I request if we have a variation in these.  
 10 And that's to split it, which would be 275 inch pounds  
 11 in this case.  
 12 Q That would have been your typical practice?  
 13 A Correct. It's typical practice. It's  
 14 optimum.  
 15 Q Again, it reflects "record dial indicator  
 16 readings."  
 17 I take it that given that there is no place  
 18 on this task card for the recording of dial indicator  
 19 readings that you would have been the person to record  
 20 them on your clipboard scratch paper?  
 21 A Correct.  
 22 Q Step 9 is something that you inspect, i.e.,  
 23 is that when the dial indicator reading goes back to  
 24 zero; is that correct?  
 25 A That's correct.

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<p>1 Q Then step 10 reflects that your going to 2 then repeat steps 8 and 9 several times to ensure 3 consistent results within a thousandths of an inch; 4 correct? 5 A Correct. 6 Q And how many times did Mr. Azbell apply in 7 accordance -- I take it with what your typical 8 practice would have been -- the 275 inch pounds to the 9 stabilizer as indicated in step 8? 10 How many times did you go through that 11 process? 12 A Five times. 13 Q Was that at your direction that you did it 14 five times? 15 A Yes, sir. 16 Q Is that -- 17 Why did you choose five times? 18 A Well, it was -- three times would have been 19 my norm. But it was on a re-check and I wanted to 20 make very sure that we weren't getting any movement in 21 the indicator. And so I told Mr. Azbell, once we did 22 it three times, I said let's do it a couple more just 23 to verify it. 24 Q Do you recall what the readings were that 25 you got during the five times that you had Mr. Azbell</p> <p style="text-align: right;">Page 70</p>	<p>1 copy doesn't have Bates numbers, but it's a multi-page 2 document. And I would -- 3 MS. LIDDY: Steve, I have the Bates 4 numbers. Do you want those? 5 MR. FRANKEL: Yeah. My copy doesn't have 6 Bates numbers. 7 MR. RUSHING: Actually the problem, Mary, 8 is -- 9 MS. LIDDY: You can mark this one. 10 MR. RUSHING: That's a good idea. 11 MR. FRANKEL: Let's just mark that. And 12 I'll get it copied over night. 13 MR. RUSHING: Thank you. 14 MR. FRANKEL: Mark as the next exhibit in 15 order AA NTSB 080330 through 0800347, Mr. Minnette's 16 interview before the National Transportation Safety 17 Board on February 16th, 2000 as Exhibit 165. 18 And would I just ask Mr. Minnette to review 19 this overnight so that we can expedite proceedings in 20 the mornings. 21 (Defendants' Exhibit 165 22 was marked for identification) 23 MR. RUSHING: We'll do that. Thank you. 24 Would you also just circulate -- even 25 though they're not Bates stamped -- circulate copies</p> <p style="text-align: right;">Page 72</p>
<p>1 check it? 2 A Yes, sir. They were all 33 thousandths. 3 Q Each one? 4 A Each one. 5 Q Had you ever seen an end-play reading as 6 high as .033 prior to inspecting this end-play check? 7 A No, sir. 8 Q Have you ever seen a reading that high 9 since? 10 A Yes. 11 Not on the aircraft. But I have seen those 12 that have come off the aircraft that have been changed 13 because of high readings. 14 But personally have I inspected one that 15 went that high? No, I have not seen one. 16 Q So this was the highest reading you had 17 ever seen? 18 A Correct. 19 Q That you personally inspected? 20 A Personally, yes. 21 MR. FRANKEL: I know we are getting close 22 to the end of the day. And before we break I want to 23 mark as the next exhibit, I would like to mark as 24 Exhibit 165 Mr. Minnette's interview before the 25 National Transportation Safety Board that, at least my</p> <p style="text-align: right;">Page 71</p>	<p>1 for everyone. And we will get copies overnight, I 2 hope. 3 Let's go off the record. 4 MR. FRANKEL: Let's go off the record. 5 THE VIDEOGRAPHER: This concludes the 6 session in the deposition of Michael Minnette on 7 July 11th, 2002. We are off the record at 5:34 p.m. 8 MR. FRANKEL: But with respect to this 9 transcript, I would be prepared to stipulate that the 10 court reporter be relieved of her obligations under 11 the federal rules; that the original be sent to 12 Mr. Rushing and that Mr. Rushing make arrangements 13 with the witness to sign it under penalty of perjury, 14 with the requirement of any notary being waived. 15 MR. RUSHING: That's fine. 45 days from 16 first being received? 17 MR. FRANKEL: How about 30? 18 MR. RUSHING: Thirty is probably going to 19 do. 20 MR. FRANKEL: You'll maintain custody of 21 the original transcript and notify us within 30 days 22 whether there have been any changes to any of the 23 testimony Mr. Minnette has given to us. And if we are 24 not so notified, we will assume that it's been 25 reviewed and no changes have been made.</p> <p style="text-align: right;">Page 73</p>

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1 MR. RUSHING: That's fine.  
 2 MR. FRANKEL: Just, are you prepared to  
 3 keep custody of the original transcript and make it  
 4 available to the parties upon reasonable notice?  
 5 MR. RUSHING: Right.  
 6 MR. FRANKEL: If it's for some reason not  
 7 available, the original transcript, we can stipulate  
 8 that a certified copy can be used in its stead as if  
 9 it's a signed original?  
 10 MR. RUSHING: Yes, correct.  
 11 I think that's the standard stipulation we  
 12 have been using all the way along.  
 13 (Ending time: 5:34 p.m.)  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

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1 STATE OF CALIFORNIA )  
 2 )  
 3 COUNTY OF SAN FRANCISCO )  
 4 I, JAN W. SERRA, CSR No. 8207, Certified  
 5 Shorthand Reporter, certify:  
 6 That the foregoing proceedings were taken  
 7 before me at the time and place therein set forth, at  
 8 which time the witness was put under oath by me;  
 9 That the testimony of the witness and all  
 10 objections made at the time of the examination were  
 11 recorded stenographically by me and were thereafter  
 12 transcribed;  
 13 That the foregoing is a true and correct  
 14 transcript of my shorthand notes so taken.  
 15 I further certify that I am not a relative  
 16 or employee of any attorney or of any of the parties,  
 17 nor financially interested in the action.  
 18 I declare under the penalty of perjury  
 19 under the laws of the State of California that the  
 20 foregoing is true and correct.  
 21 Dated this July 19, 2002.  
 22  
 23  
 24 \_\_\_\_\_  
 25 Certified Shorthand Reporter

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1 STATE OF ( \_\_\_\_\_ )  
 2 ) ss.  
 3 COUNTY OF ( \_\_\_\_\_ )  
 4  
 5  
 6  
 7 I, the undersigned, declare under penalty  
 8 of perjury that I have read the foregoing transcript,  
 9 and I have made any corrections, additions, or  
 10 deletions that I was desirous of making; that the  
 11 foregoing is a true and correct transcript of my  
 12 testimony contained therein.  
 13 Executed this \_\_\_\_\_ day of \_\_\_\_\_, 2002,  
 14 at \_\_\_\_\_  
 15  
 16  
 17  
 18  
 19  
 20 \_\_\_\_\_  
 21 MICHAEL MINNETTE  
 22  
 23  
 24  
 25

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1 REPORTER'S CERTIFICATION OF CERTIFIED COPY  
 2  
 3  
 4  
 5 I, JAN W. SERRA, CSR No. 8207, Certified  
 6 Shorthand Reporter in the state of California certify  
 7 that the foregoing pages 1 through 76 constitute a  
 8 true and correct copy of the original deposition of  
 9 MICHAEL MINNETTE, taken on July 11, 2002.  
 10 I declare under penalty of perjury under  
 11 the laws of the state of California that the foregoing  
 12 is true and correct.  
 13 Dated this July 19, 2002.  
 14  
 15  
 16 \_\_\_\_\_  
 17 JAN W. SERRA, C.S.R. No. 8207  
 18  
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9C049B3

Michael Minette - July 12, 2002 (Volume II)

1 UNITED STATES DISTRICT COURT  
2 NORTHERN DISTRICT OF CALIFORNIA  
3

4 IN RE AIR CRASH OFF POINT MUGU, )  
5 CALIFORNIA, ON JANUARY 31, 2000. )

6 ) Case No.  
7 ) 00-1343 CRB  
8 )  
9 )  
10 )  
11 )  
12 )  
13 )  
14 )

15 VOLUME II - DEPOSITION OF  
16 MICHAEL MINNETTE  
17 JULY 12, 2002  
18 SAN FRANCISCO, CALIFORNIA  
19  
20

21 ATKINSON-BAKER, INC.  
22 COURT REPORTERS  
23 5 Third Street, Suite 625  
24 San Francisco, California 94103  
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REPORTED BY: JAN W. SERRA, CSR NO. 8207

FILE NO.: 9C049B3

**9C049B3**  
**Michael Minette - July 12, 2002 (Volume II)**

1 UNITED STATES DISTRICT COURT  
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Volume II - deposition of Michael Minette,  
taken on behalf of the Defendants, at 685 Market  
Street, Sixth Floor, San Francisco, California 94105,  
commencing at 9:09 a.m., Friday, July 12, 2002, before  
Jan W. Serra, CSR 8207.

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10 PLAINIFFS' DESCRIPTION PAGE  
11 (None)  
12 DEFENDANTS' DESCRIPTION PAGE  
13 (None)  
14 QUESTIONS INSTRUCTED NOT TO ANSWER:  
15 (None)  
16 INFORMATION TO BE SUPPLIED:  
17 (None)  
18  
19  
20  
21  
22  
23  
24  
25

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## Michael Minette - July 12, 2002 (Volume II)

1 THE VIDEOGRAPHER: This is the videotape  
2 deposition of Michael Minette, day two, taken on  
3 behalf of the defendant the Boeing Company and  
4 McDonnell Douglas Corporation in the matter of In Re  
5 Air Crash Near Point Mugu on January 31st, 2000. This  
6 case is venued in the United States District Court,  
7 Northern District of California. The MDL docket  
8 number is 00-1343-CRB.

9 This deposition is being held at 685 Market  
10 Street in San Francisco, California on July 12, 2002.  
11 The video operator is Missy Fortunato of PES Video  
12 Service. Main office in Fresno, California.

13 The court reporter is Jan Serra of  
14 Atkinson-Baker Court Reporting, located in Glendale,  
15 California. We are going on the record at  
16 approximately 9:09 a.m.

17 Will counsel please state their appearances  
18 for the record.

19 MR. FRANKEL: Steve Frankel, on behalf  
20 defendants the Boeing Company and McDonnell Douglas  
21 Corporation.

22 MR. HULTQUIST: Michael Hultquist, on  
23 behalf of the Boeing Company and McDonnell Douglas  
24 Corporation.

25 MR. TOPEL: Marc Topel, PSC.

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1 in the process of doing the second end-play check on  
2 September 30th of 1997.

3 Do you recall that?

4 A Correct.

5 Q Am I correct — do you recall whether it  
6 was you or Mr. Azbell that made the recordings of the  
7 readings on a scratch pad or some other way?

8 A No, sir, I don't recall which one of us  
9 made any recordings. Or if we wrote them down even on  
10 a scratch pad. I can't recall.

11 Q Was it your typical practice back in  
12 September 1997, when there was no place on the task  
13 card for recording readings, for you to make such  
14 notations on your scratch pad or your clipboard?

15 A No, sir, I don't believe so. Because the  
16 check goes relatively quick and it doesn't require a  
17 memory.

18 But there is no place to record anything to  
19 make it official, so I would have to say no.

20 Q With respect to the readings, let's just  
21 turn to Exhibit 130 if you will.

22 A (Complying)

23 Q I'm focusing on the second sentence in the  
24 corrective action: "Found end play to be within  
25 limits .033 for step 11 and .001 for step 12."

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1 MR. BOYLE: Kevin Boyle, PSC.  
2 MR. RUSHING: Good morning. Don Rushing on  
3 behalf of Alaska Airlines.  
4 MR. MASSEY: Chris Hickey, on behalf of  
5 Equilon.  
6 MR. MASSEY: Shalem Massey, same.  
7 MS. LIDDY: Good morning. Mary Liddy, on  
8 behalf of Shell Oil Company.  
9 MR. READ: Greg Read for Shell.

10 THE VIDEOGRAPHER: Will the court reporter  
11 please swear in the witness.

12

13 MICHAEL MINNETTE,  
14 having first been duly affirmed, was  
15 examined and testified as follows:

16

17 EXAMINATION

18

19 BY MR. FRANKEL:

20 Q Good morning, Mr. Minnette.  
21 Are you prepared to proceed with the  
22 continuation of your deposition?  
23 A Yes, sir.  
24 Q When we broke yesterday we were discussing  
25 the readings that were received after having done or

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1 I just want to make sure that the record is  
2 clear, but I thought you testified yesterday, at least  
3 with respect to the end-play check that's set forth in  
4 step 11, that your readings were identical each time  
5 the test was performed; that is, each time the  
6 restraining fixture was torqued the reading on the  
7 dial indicator was .033 each and every one of the five  
8 times that it was done?

9 A That's correct.

10 Q With regard to step 12, which we haven't  
11 focused upon, step 12 on page two of Exhibit 126?

12 A Yes, sir.

13 Q — that is concerning with checking free  
14 play between the jackscrew and upper support to see  
15 that it does not exceed .010 inches; is that right?

16 A That's correct.

17 Q And am I correct that the free-play check  
18 was also done five separate times?

19 A That's correct.

20 Q And what tool, if any, is used to do the  
21 free-play portion of this test?

22 A Same type of gauge that's used for the  
23 other one.

24 Q It's the restraining fixture?

25 A Restraining fixture.

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1 Q Not the go no go tool?  
 2 A No, sir.  
 3 Q Now, after you had done both the free-play  
 4 and end-play check, or Mr. Azbell had done the  
 5 free-play and end play checks five times, what if  
 6 anything did you do after those tests were completed?  
 7 What was the next thing, if anything, that  
 8 you did concerning this test?  
 9 A I believe I told Mr. Azbell to finish up  
 10 the paperwork and bring it to me and we would take  
 11 care of the signoffs. It was getting towards shift  
 12 end.  
 13 Q So that would have been approximately what  
 14 time?  
 15 A I would -- it would be hard to say. But I  
 16 know -- if I remember correctly the sun was just  
 17 starting -- it was probably close to five o'clock in  
 18 the morning.  
 19 Q You went back to your office?  
 20 A Yes, sir.  
 21 Q Did you have any further conversation with  
 22 Mr. Hensel about this second end-play test?  
 23 You mentioned that he had come to your  
 24 office with Mr. Azbell sometime in the 1 or 2 o'clock  
 25 a.m. period of September 30th to ask you to do the

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1 the best of my recollection.  
 2 Q Do you recall in sum or in substance what  
 3 he said at that time when he was on the tail as the  
 4 test was being completed?  
 5 A No, nothing other than he was wanting to  
 6 know what the results were for his turnover.  
 7 Q Did you tell him what the results were or  
 8 did Mr. Azbell?  
 9 A I know I did. I believe we probably both  
 10 did.  
 11 Q What did you tell him as best you can  
 12 recollect?  
 13 A Best I can recollect was just giving him  
 14 the, that we had a passing measurement of 33  
 15 thousandths.  
 16 Q What, if anything, did Mr. Hensel say in  
 17 response?  
 18 A That, I don't remember.  
 19 Q Was that the extent of your discussion with  
 20 Mr. Hensel, simply reporting on the results of the  
 21 passing measurement of .033?  
 22 A I don't recall any specifics if there was  
 23 anything else stated or not.  
 24 Q Apart from Mr. Hensel being present at the  
 25 end of the test on the tail with you and Mr. Azbell,

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1 second end-play test.  
 2 After you had that conversation with  
 3 Mr. Hensel, did you have another conversation with him  
 4 during the graveyard shift on September 30th  
 5 concerning the second end-play test or the results of  
 6 the second end-play test?  
 7 A As far as I can recall, yes, there was a  
 8 short conversation giving him the results of the tests  
 9 because he was, he had to get ready for his turnover.  
 10 I remember that.  
 11 Q Where did that conversation take place?  
 12 Was that in your office or in some other  
 13 location?  
 14 A No. No. I think it was up on the tail  
 15 stand.  
 16 Q Was Mr. Hensel present while the second  
 17 end-play check was being performed?  
 18 A I don't recall that he was there for the --  
 19 I don't recall him going up initially with Mr. Azbell  
 20 and myself.  
 21 But I have a vague picture that he was  
 22 there at the end.  
 23 Which as far as I can remember he was there  
 24 because he was asking about it for his turnover. I'm  
 25 sure, I'm sure that's what was going on. That's to

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1 was anyone else that you can recollect present on the  
 2 aircraft on the tail stand other than you, Mr. Azbell  
 3 and Mr. Hensel at the end of the check?  
 4 A I'm sure there were other people on the  
 5 aircraft someplace. But I don't recall there was  
 6 anybody on the tail stand.  
 7 Q Other than reporting the results to  
 8 Mr. Hensel, do you recall -- and obviously discussing  
 9 the test as it was proceeding with Mr. Azbell as it  
 10 was going on -- do you recall whether you spoke with  
 11 anyone else about this second end-play test on  
 12 September 30th from the time you were first asked to  
 13 perform it until the time you completed it?  
 14 A No, sir.  
 15 Q Did you then return to your office after  
 16 the test was completed and you had given the results  
 17 to Mr. Azbell?  
 18 A I believe so.  
 19 Q With respect to the test, what is the next  
 20 event you recall concerning the completion of this  
 21 end-play test that took place on the graveyard shift  
 22 of September 30th, 1997?  
 23 A I have some vague memories, but I can't  
 24 relate to --  
 25 I remember talking to a couple people as I

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## Michael Minette - July 12, 2002 (Volume II)

1 went across the floor. But I don't remember if that  
2 was -- it was just before I was leaving.

3 **Q** Do you recall what if anything you said or  
4 they said to you? If not the precise words the  
5 substance.

6 **A** The substance of it was that we did the  
7 check and it was 33 thousandths is what we got. And  
8 that was pretty much, as far as I can recall, any  
9 major -- I mean it was nothing -- I don't remember the  
10 total conversations.

11 **Q** And you don't recall who you made those  
12 comments to?

13 **A** Well, I believe one might -- well, I'm  
14 almost sure I talked to Lito in the morning. But I  
15 didn't get into -- Lito Bautista -- and I believe I  
16 did see him that morning.

17 **Q** This is as your shift was ending?

18 **A** Right.

19 **Q** You ran to Mr. Bautista?

20 **A** Right.

21 **Q** Who was an inspector on the day shift at  
22 that time?

23 **A** That's correct.

24 **Q** But I don't recall -- I didn't run -- we  
25 just happened to meet -- he was on his way to either

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1 the test was completed?

2 **A** Yes, sir. It wasn't too long after I got  
3 back there. I don't recall the time. I know it  
4 was -- it was obviously before I left because I told  
5 him it had to be done before we got off shift as far  
6 as filling it out. I remember that.

7 **Q** So sometime near the end of the shift,  
8 before run into Mr. Bautista, am I correct that  
9 Exhibit 130 is returned to you and is it fully signed  
10 off above the line where it says "final inspection by  
11 back?"

12 **Q** Did it have Mr. Azbell's signature on it  
13 when you next saw it and Mr. Hensel's in the "reviewed  
14 by" box?

15 **A** Yes, sir.

16 **Q** And I don't recall if it was prior to or  
17 after Mr. Bautista, when I met him. I don't recall.

18 **Q** So you could have ran into Mr. Bautista  
19 before you actually saw Exhibit 130 again?

20 **A** Correct.

21 **Q** What if -- when you received Exhibit 130,  
22 do you recall whether it was one page or a multi-page  
23 MIG-4 at that time?

24 **A** It was two-page.

25 **Q** Two pages?

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1 the time clock or whatever.

2 **Q** And if I remember correctly he asked me if  
3 we redid the test, and I said yes and we got 33  
4 thousandths.

5 **A** And that is basically all I remember of  
6 talking to Lito at all.

7 **Q** Did Mr. Bautista say anything to you in  
8 response?

9 **A** I'm sure he may have. But I don't recall  
10 exactly.

11 **Q** Do you recall any substance of what he  
12 would have said?

13 **A** No.

14 **Q** I know he said they got 40. And he had  
15 written the MIG I believe. But I don't recall -- I  
16 don't want to speculate on what was said because I  
17 don't remember it that well. It was very short. We  
18 didn't spend a lot of time on it.

19 **Q** So this was a -- you happen to run into him  
20 as he was coming on to his shift and you simply  
21 exchanged information concerning your test and his  
22 result in passing?

23 **A** Yes.

24 **Q** After returning to your office did  
25 Mr. Azbell return with Exhibit 130 at some point after

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1 **A** Yeah.

2 **Q** A white copy and --

3 **A** A white copy and a manila copy.

4 **Q** When you had seen it initially on, in the  
5 early morning hours of September 30th, 1997, had it  
6 just been the manila copy that you had seen initially?

7 **A** Yes, sir.

8 **Q** So now you had seen -- the white copy was  
9 married, if you will, to the manila copy when you next  
10 saw it after coming off the aircraft?

11 **A** Correct.

12 **Q** Did Mr. Azbell just drop it off or did he  
13 wait for you to do something with it?

14 **A** That, I don't recall.

15 **Q** Do you recall what you did with Exhibit 130  
16 once you received it sometime near the end of the  
17 shift?

18 **A** I would stamp it, put my number on it, take  
19 it back into the production control and close it out  
20 in the book.

21 **Q** Do you recall who, whether it was  
22 Mr. Azbell or Mr. Hensel that brought the form, the  
23 MIG-4, on September 30th back to you?

24 **A** Prior to me signing it off?

25 **Q** Yes.

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1 A That I don't recall. I believe it was  
2 Mr. Azbell. But I can't really verify that because  
3 the lead will do it sometimes.  
4 Q After you put your, what is the, what is  
5 your understanding as far as Alaska Airlines practices  
6 back in September of 1997 is represented by you  
7 placing your stamp and Artic number in the final  
8 inspection by back box in the bottom left-hand corner  
9 of Exhibit 130?  
10 MR. RUSHING: Objection. It's vague.  
11 Are you asking what his stamp in the lower  
12 left-hand corner signifies in the 1997 time frame?  
13 MR. FRANKEL: No.  
14 I thought my question was that -- I said:  
15 What is your understanding as far as Alaska Airlines'  
16 practices back in September of 1997 as represented by  
17 him placing his stamp and Artic number in that field?  
18 MR. RUSHING: Thanks.  
19 THE WITNESS: By me placing my stamp on the  
20 final inspection by back box I'm stating that I  
21 witnessed or reviewed the check, been through the  
22 check or been through the repair, whatever it happens  
23 to be, and I certify that it's certifiable; that it's  
24 correct.  
25 Q Now, you understood at the time that, after

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1 anyone else, either on September 30th of 1997 or at  
2 any time immediately thereafter, where you tried to  
3 understand why two end-play tests were done apparently  
4 multiple times in each case and these different  
5 readings were obtained?  
6 A I believe I mentioned it to Manny Diaz  
7 that, what the difference -- but I never -- that there  
8 was the difference.  
9 But I don't recall ever being, getting into  
10 a discussion specifically with anybody as to why those  
11 differences occurred. And to the best of my  
12 knowledge, nobody ever offered up any opinions.  
13 Q Mr. Diaz was in what position when you had  
14 this discussion with him?  
15 A He was a supervisor.  
16 Q Supervisor of inspections?  
17 A Inspections, correct.  
18 Q Was he the supervisor on the day shift or  
19 on the graveyard shift?  
20 A If memory serves me correctly, Manny Diaz  
21 was supervisor on graveyard shift. But at that  
22 particular time of this I believe he was, he came in  
23 on a day shift, for what reason I don't know what, but  
24 that happens a lot; supervisors where, they get moved  
25 around. Because I did see him in the morning.

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1 you received the results of .033 that there was a  
2 difference of seven thousandths between what  
3 Mr. Bautista reported in his discrepancy on  
4 Exhibit 130; didn't you?  
5 A Correct.  
6 Q Did you talk with anyone to try to get  
7 an understanding as to what the difference of 7  
8 thousandths of an inch would be caused by?  
9 A No sir, not that I remember.  
10 MR. TOPEL: I couldn't hear your answer.  
11 THE WITNESS: No sir, not that I remember.  
12 Q MR. FRANKEL: So you never, in the brief  
13 discussion that you had with Mr. Bautista on  
14 September 30th as he may have been coming to work to  
15 begin his shift, you didn't try to engage in a  
16 substantive discussion with him to try to see how you  
17 could reconcile this 7 thousandths of an inch  
18 difference between the two tests?  
19 A Um, no sir, not that I remember.  
20 Q You never spoke with Mr. Balabat, the  
21 mechanic who performed the first end-play test with  
22 Mr. Bautista, to try to ascertain from him why there  
23 were differences in the two readings?  
24 A No, sir.  
25 Q Do you recall having a discussion with

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1 Q So is it your recollection that you had  
2 this discussion with Mr. Diaz sometime at the end of  
3 your shift or the beginning of his shift on the  
4 morning of September 30th, 1997?  
5 MR. RUSHING: Objection. Misstates the  
6 witness' testimony.  
7 THE WITNESS: Yes, I think I did talk with  
8 Manny on the morning of the 30th.  
9 Q MR. FRANKEL: Other than --  
10 Can you recall in sum or in substance what,  
11 where you saw Mr. Diaz, first of all, and what if  
12 anything you said to him or he said to you concerning  
13 the end-play check?  
14 A I saw him on the hangar. And I talked a  
15 little bit as we walked towards the inspection office,  
16 which is right next to their briefing room.  
17 I said, to the best of my knowledge I told  
18 him that we had gotten 33 thousandths reading and that  
19 the MIG was complete. The check appeared to be good.  
20 And I didn't know, I had no explanation or reasons as  
21 to why there was a difference. I do believe I told  
22 him that.  
23 Q Did --  
24 A But that was -- he asked me a question. Oh  
25 boy. He asked me a question whether I thought our

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<p>1 check was good. And I said yes.  2 And that's kind of where we parted. He  3 went to the briefing as far as I can remember. That's  4 about all I can remember out of that conversation. It  5 was very short also.  6 Q And Mr. Diaz was the only other person  7 present, apart from yourself, that would have heard or  8 participated in that conversation?  9 A Yes, sir.  10 Q Did you then leave for the day or did you  11 do anything else that you can recollect specifically  12 as it references Exhibit 1307  13 A I believe I had already taken care of the  14 paperwork at that time. I'm not positive of that  15 though.  16 It wasn't that long after that that I left  17 to go home. But it was -- I don't remember if this  18 paperwork was completed from our standpoint at that  19 time or if it was completed prior to me seeing  20 Mr. Diaz. My time frame is off. I don't know.  21 Q After you left on September 30th, I think  22 you testified yesterday the next day, which would have  23 been the graveyard shift that would have started on  24 the evening of September 30th but ended on October 1st  25 and the graveyard shift that would next precede that</p> <p style="text-align: right;">Page 98</p>	<p>1 months?  2 A I thought it was 13 months, but -- I know  3 it was just over a year's period of time.  4 Q Do you know that -- Are you aware that at  5 some point it was 13 months and it changed from 13  6 months to 15 months at some time during the late  7 1990s?  8 A It could have. I'm not aware of that, no.  9 Q So at least accepting your numbers, the  10 end-play check on this jackscrew assembly, if it  11 occurred every other C-check, it would not be checked  12 again for approximately 26 months; is that correct?  13 A That's correct.  14 Q Now, we had marked yesterday the statement  15 that, or interview that you provided to the National  16 Transportation Safety Board as Exhibit 165. And I  17 asked you while you recessed at the end of the day  18 yesterday, today hopefully have a chance to look at  19 that and that I would have some questions concerning  20 it here this morning.  21 Did you have an opportunity to review the  22 transcript of your interview, Mr. Minette?  23 A Yes, sir.  24 Q I take it that you recall having been  25 interviewed by the NTSB back in February of 2000; is</p> <p style="text-align: right;">Page 100</p>
<p>1 or would next follow that, I should say, that would  2 begin on the evening of October 1st and end on  3 October 2nd, that those, as best you could recollect,  4 would have been your days off?  5 A I believe so, yes.  6 Q Do you have any recollection of having any  7 discussions concerning this end-play check or the MIG,  8 or this MIG-4, Exhibit 130, with anyone after, at any  9 time after your shift ended and you returned home on  10 September 30th, 1997?  11 A No.  12 Q In your capacity as an inspector at the  13 time of your second end-play check, did you have any  14 knowledge or understanding as to when Aircraft 963  15 would next have an end-play check concerning the  16 jackscrew assembly in terms of what the interval would  17 be; when it would next go through that procedure?  18 A Yes, sir. To the best of my recollection,  19 that would be every other C-check once they started to  20 checks. And I don't remember what specific number of  21 checks started those checks. But once they started, I  22 believe it was every other C-check.  23 Q Was it your understanding that C-checks  24 back in the September 1997 time period occurred -- at  25 least for MD-80 aircraft -- approximately every 15</p> <p style="text-align: right;">Page 99</p>	<p>1 that correct?  2 A That's correct.  3 Q Prior to giving this testimony -- and I  4 think you testified yesterday that you did have -- did  5 you have meetings with counsel for Alaska Airlines  6 prior to the time that you sat for this interview?  7 A Yes, sir.  8 Q But nobody else?  9 A No, sir.  10 Q The answers that you provided to the NTSB  11 back in February, on February 16th, 2000, were true  12 and correct to the best of your knowledge and  13 information at the time?  14 A Yes, sir, at the time.  15 Q Have you reviewed the transcript?  16 A Yes, sir, I did.  17 Q Did you find in your review of the  18 transcript of your interview any inaccuracies that you  19 want to call to our attention here this morning?  20 A Um, the first one was my A and P mechanic's  21 date should have been 1985. For my license as opposed  22 to 1984, which is when I started school.  23 Q And that would be -- are you referring to  24 page four, line 167  25 A Correct.</p> <p style="text-align: right;">Page 101</p>

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<p>1 Q So you think that that should be changed 2 based on when you actually obtained your license, and 3 that would have been 1985? 4 A Yes, sir, January of 1985. 5 Q Okay. Any other inaccuracies that you want 6 to call to our attention based on your review of 7 Exhibit 165? 8 A There would be some that -- let's see. 9 There was a question in here about 10 Mr. Hensel; us having the third person. At that point 11 in time I could not remember anyone else being up 12 there but Ron and myself. 13 Q Ron Azbell? 14 A Ron Azbell, correct. 15 MR. RUSHING: Take a look at page 14 and 16 see if that's the reference you're referring to. 17 THE WITNESS: Oh, the one I was referring 18 to is on page seven, line two. It says, "And where 19 was he when the inspection was done?" And at that 20 particular point in time I could not remember. But 21 over time -- I get little bits and pieces back for 22 whatever reason I don't know. 23 But I stated today of course that he was on 24 the stand at the end of the check. And I will stand 25 by that statement. At this point in time I was very</p> <p style="text-align: right;">Page 102</p>	<p>1 us here today is that you recollect that at the end of 2 the check Mr. Hensel was present on the tail? 3 A That's correct. 4 I believe the rest appears to be -- 5 Q Let me direct you to a couple of other 6 portions of your statement. First, if you could turn 7 to page seven line 14 through line 17 -- 8 A (Complying) 9 Q -- of Exhibit 165. 10 You see Dr. Crawley's question: "Did you 11 talk to the people that did the original inspection 12 that came up with the 40 thousandths?" And your 13 response is: "No sir?" 14 A No sir. That's correct. And at that time, 15 that was the answer I gave. And I realize today that 16 I have said Mr. Bautista. And I don't know when I 17 recalled that. 18 I have been trying to get myself to realize 19 what happens with all the talk that goes on with the 20 hangar, what time frame everything is developing. And 21 I'm convinced, myself, that I did specify something to 22 Mr. Bautista in the morning, and I also talked to 23 Manny Diaz at the time. 24 Q Are you aware, sir, that Mr. Diaz is under 25 investigation in any capacity by the FAA?</p> <p style="text-align: right;">Page 104</p>
<p>1 frustrated. I mean I was -- 2 MR. TOPEL: At which point in time? 3 THE WITNESS: At the point in time of the 4 NTSB I was, there was a lot of pressure and very 5 frustrating; in total disbelief that this actually 6 happened and it even had my name on it so -- 7 But that's -- other than that I believe, 8 for the most part -- 9 That would affect also I believe my answer 10 at the time on page 14. 11 MR. RUSHING: What would affect? 12 THE WITNESS: The fact that I remember Ron 13 being up there at the end of that check. 14 MR. RUSHING: Is there a particular 15 referenced that you can give to Mr. Frankel? 16 THE WITNESS: The reference would be the 17 question asked on line 10. And my answer from line 18 13. 19 Q MR. FRANKEL: So in response to the 20 question that Dr. Crawley asks it says, "Now, when you 21 were up doing this check do you recall were -- was 22 anybody else up there besides the three of you?" 23 Mr. Minette: "I don't even recall that 24 there was more than Ron and I up there." 25 And now what you have recollect here to</p> <p style="text-align: right;">Page 103</p>	<p>1 A Yes sir, I'm aware that he's -- 2 Q What is your understanding of the 3 investigation that's pending against Mr. Diaz? 4 A I have no knowledge of what his 5 investigation is. 6 Q What is your understanding -- what do you 7 know about any issues involving Mr. Diaz and 8 investigations? 9 MR. RUSHING: Objection. Vague. 10 Are you talking about an FAA investigation 11 of Mr. Diaz? 12 MR. FRANKEL: Any investigation. He says 13 that he's aware that he's under investigation. I just 14 want to probe what the extent of his knowledge is. 15 THE WITNESS: The only thing I'm aware of 16 that he was involved with is the John Leotne. That's 17 the only thing, as far as I know, that he's involved 18 in. 19 Q MR. FRANKEL: When you say "the 20 John Leotne incident," to what are you referring? 21 A I'm referring to when the FBI and FAA came 22 to the facility and ordered everybody in the other 23 room and kept everybody there while they did whatever 24 they were doing. That's about as much as I know about 25 that whole incident.</p> <p style="text-align: right;">Page 105</p>

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<p>1 Q When did that occur? 2 A I don't remember the date. 3 I was there when they did it. I was just 4 coming off shift and I had to stay for a while. But I 5 don't remember the exact date. 6 Q Do you recall whether that happened prior 7 to the crash of Alaska Flight 261 or after? 8 A I believe it was prior. 9 Q In respect to September 30th, 1997, which 10 is the date of the MIG-4 that we have been talking 11 about that you were involved in -- 12 A Correct. 13 Q -- performing the second end-play check 14 and the crash of Alaska Airlines Flight 261 on 15 January 31st, 2000, can you help us narrow the scope 16 of when, between the end of September 1997 and the end 17 of January 2000, the FAA and the FBI showed up at 18 Hangar 6 while you were there during the graveyard 19 shift? 20 A I don't remember the date. I don't even 21 remember the year that they came in. 22 Q You know that it was -- I take it after 23 September 30th 1997 that the FBI arrived, the FBI and 24 the FAA arrived? It was after you had finished the 25 C-check, I mean the end-play test?</p> <p style="text-align: right;">Page 106</p>	<p>1 walk around and checking that all the doors were 2 closed. And they asked me if I had checked, if I 3 opened the doors to check anything. And I said no 4 because I would have voided out the individual 5 signature that said he closed them all. All I went 6 around was and checked that all the doors were closed 7 before departure on the aircraft. (sic) And I don't 8 remember what the aircraft number was. 9 Q Do you recall who asked you about that 10 incident? 11 A It was a lawyer I believe. 12 Q For Alaska Airlines? 13 A Uh, I think. I'm assuming that's who it 14 was, yes. 15 Q Apart from your understanding of 16 proceedings or an investigation being pending against 17 Mr. Diaz, are you aware of any investigations of any 18 sort that are pending against any other Alaska 19 employees at Hangar 6? 20 A I know I believe Greg Atamaniuk -- who I 21 guess you spoke with yesterday -- I don't know if he's 22 under one now or if it's done or what is involved with 23 that. 24 I guess that was with John Leotine also. 25 And I believe John Nanny I think was</p> <p style="text-align: right;">Page 108</p>
<p>1 A I believe so. I'm not positive on any 2 date. 3 Q When you say that this involved 4 Mr. Leotine, what does your reference to Mr. Leotine 5 have to the FAA, FBI arriving at the Oakland facility 6 sometime between September 30th '97 and January 31st, 7 2000? 8 A Well, the only thing I'm aware of is that I 9 was told that some papers had been taken to the FAA 10 which supposedly were incomplete or whatever. And 11 that's what caused this investigation to start. And 12 supposedly, from what I understand or what I was told, 13 Mr. Leotine was the one who took the papers. 14 Q Who told you that? 15 A Oh, I don't have any idea. I mean, that 16 was going around the hangar. 17 Q Did you ever speak with Mr. Leotine about 18 those allegations? 19 A No, sir. 20 Q Do you know what in any specific terms this 21 incomplete documentation or paperwork referenced? 22 A No. Except for one call that I got from 23 somebody asking me about an item I had stamped off on 24 one of the task cards, which was I believe a final 25 check and release task card which had to do with a</p> <p style="text-align: right;">Page 107</p>	<p>1 another one. All supervisors. 2 Q John Nanny? 3 A Yes. 4 Q What shift did he work on? 5 A He's always been days I believe. 6 Q Are you aware of anyone else that either 7 has had proceedings and investigation by the FAA or 8 FBI pending or concluded against them concerning any 9 matters at Hangar 6 at the Alaska Airlines facility? 10 A No, sir. 11 Q Now let me direct your attention to page 12 eight of your statement. It's the questioning 13 beginning on line 10. 14 Mr. McGill: "If it were at 40 thousandths, 15 when would be the next time that would be rechecked; 16 do you know?" 17 Mr. Minnette: "I believe if I can, if I 18 may, my memory serves me correctly, it is every other 19 C-check." 20 Mr. McGill: "Okay." 21 Then Mr. Minnette: "For Alaska Airlines" 22 And Mr. McGill: "So that would put it about 23 30 months; is that correct?" 24 Mr. Minnette: "Roughly, yes." 25 Is that consistent with your recollection</p> <p style="text-align: right;">Page 109</p>

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1 today, Mr. Minnette, that a C-check takes place every  
 2 15 months, or is it every 13 months?  
 3 A Well, I don't know the exact date. But,  
 4 which is why I said roughly, yes.  
 5 At some time slightly over two years it  
 6 comes back again. I know that.  
 7 I know -- I'm not sure of the exact months.  
 8 Like I told you this morning, I thought it was 13. I  
 9 don't know that it has an exact date. I believe they  
 10 are based on hours.  
 11 Q Let me direct your attention then to page  
 12 13 of your statement. And I'm focusing on line 17  
 13 through 20.  
 14 A (Complying)  
 15 Q On, it's a question that Mr. Leslie poses  
 16 to you on line 17: "Were the readings all five times  
 17 exactly the same, do you recall?"  
 18 Mr. Minnette: "I don't recall. To the  
 19 best of my knowledge, I would have to say so."  
 20 Mr. Leslie: "That they were?"  
 21 Mr. Minnette: "That they were."  
 22 Your testimony here today was that you  
 23 appeared to be certain today that the readings were  
 24 .033 precisely each of the five times that the second  
 25 end-play test was performed. And you seemed to be

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1 other people who participated in these checks and  
 2 tests whose memory is not very good. I mean they know  
 3 that they signed documents and things of that sort.  
 4 Can you try to explain for us why you have  
 5 such a clear recollection of these events?  
 6 MR. RUSHING: Object to the  
 7 characterization that preceded the ultimate question  
 8 as argumentative and improper summary and stating  
 9 facts not in evidence nor that will be in evidence.  
 10 Go ahead and answer, sir. Why do you have  
 11 such a clear recollection of these events?  
 12 A I don't really know. Certain events stand  
 13 out.  
 14 MR. TOPEL: I'm sorry. What stands out?  
 15 THE WITNESS: I say, certain events will  
 16 stand out throughout time.  
 17 At the time that we did this check, other  
 18 than the fact that we had the seven thousandths  
 19 difference, nothing really stood out.  
 20 As time goes on -- I mean little things  
 21 come back at different times. I might be driving down  
 22 the highway or doing anything and -- but this has  
 23 played on my mind for a long time. And if, you  
 24 know -- we didn't in my mind, as far as the check and  
 25 everything went, nothing was done wrong. In my mind,

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1 somewhat uncertain about that back in February of  
 2 2000.  
 3 A That's correct.  
 4 And the reason I say that is because I was,  
 5 the pressure was great. And I know we got 33  
 6 thousandths on that.  
 7 I mean, it takes some time and it's taken  
 8 me a lot of time to deal with this. But I'll stand  
 9 behind my fact that they were 33 thousandths.  
 10 Q The statement, the testimony, the interview  
 11 that you provided to the NTSB, you provided that  
 12 testimony truthfully and accurately to the best of  
 13 your knowledge at the time you gave your statement; is  
 14 that correct?  
 15 A That's correct, yes, sir.  
 16 Q You did so just as if you were under oath;  
 17 correct?  
 18 A Correct.  
 19 Q Mr. Minnette, I guess I just want to ask  
 20 you a couple of questions.  
 21 We've taken testimony from a variety of  
 22 Alaska witnesses over the last two or three weeks and  
 23 you have a very vivid memory of the events that  
 24 occurred in the September 1997 time period concerning  
 25 this C-check in contrast to the memory of a lot of

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1 both checks were valid. Both were good checks.  
 2 Q MR. FRANKEL: The first check and --  
 3 A The first check and the second check. And  
 4 I can't say from my knowledge at that time that one  
 5 was more correct than the other one or wrong.  
 6 Q Since I want to focus on the period after  
 7 the crash, have you been involved in doing inspections  
 8 of end-play tests since the crash of Alaska Airlines  
 9 Flight 261?  
 10 A Yes, sir.  
 11 Q On about how many occasions?  
 12 A End-play checks, hard to put a valid  
 13 number. 15 perhaps.  
 14 Q Prior to the crash you had only been an  
 15 inspector involved in a few; correct?  
 16 A Yes, sir. I believe I stated perhaps two  
 17 or three.  
 18 Q Are you aware of what, if any, differences  
 19 exist between the end-play checks that you have  
 20 inspected since the crash with how the test was  
 21 performed prior to the crash?  
 22 A The test has been changed several times in  
 23 various ways. To the best of my -- we have changed  
 24 the torque to a straight 300 inch pounds. Now there  
 25 is no more variation in the torque.

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1 The go and no go gauge is there no more.  
2 We do strictly a stop limits check in which the stop  
3 is run the full nose up, make sure the stops don't  
4 contact. Full nose down, make sure the stops don't  
5 contact.

6 The lubrication procedure has changed. I  
7 know there is no more brush, brush on, as I've heard  
8 told that we used to do. Now they fill up the threads  
9 with grease and then run the jackscrew through cycle.

10 Q Let me stop you there.

11 When you say that I know there is no more  
12 brush on as I have heard told that we used to do, now  
13 they fill up the threads with grease and then run the  
14 jackscrew through --

15 A -- through the cycle --

16 Q -- through the cycle. Tell me what you  
17 understood the practice was before the crash and how  
18 it's now changed.

19 A Well, I had never seen the lube card  
20 specifically. But there was never large amounts of  
21 grease on anything. It was all injected at the  
22 bearings. I don't recall ever seeing any that had a  
23 large overflow of grease.

24 And the jackscrew now, they just put it on  
25 by hand and they just run it completely down the

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1 A No, sir.

2 Q Did you ever hear anyone at Alaska Airlines  
3 communicate that the end-play check was a difficult  
4 task to perform properly?

5 A I believe I heard that a few times during,  
6 primarily during setup because it was very difficult  
7 to set up.

8 Q Apart from difficulty in setting it up, did  
9 you hear anyone ever question the difficulty of  
10 actually performing the test once the setup was  
11 accomplished?

12 A No, sir.

13 Q Now, was there a change -- also after the  
14 crash, Mr. Minette -- in terms of the restraining  
15 fixture that was used to perform the test?

16 A We did have some other fixtures made. I  
17 don't recall where they were made. They were  
18 apparently one of our machine shops. And I believe  
19 they were used on a few occasions. I don't recall, I  
20 think it was more right after the crash when we were  
21 going through several of 'em.

22 And they didn't, they weren't around very  
23 long, but they were the solid thread types where you  
24 couldn't see the ends, like the Douglas fixture has;  
25 the red fixtures.

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1 threads to make sure that everything is well lubed.

2 Q Is this in connection with performing an  
3 end-play test or is this in connection with doing the  
4 lubrication of the jackscrew assembly?

5 A Well, that's a lubrication of the  
6 jackscrew. But it's lubed after the end-play checks  
7 are complete.

8 Other changes, they have also put into the  
9 new end-play check cards that if you reach certain  
10 limits then -- I would have to look at a task card to  
11 be specific on what they are -- it goes, the watch  
12 times decrease to the limits.

13 Q In terms of when you would next have to  
14 check it?

15 A Correct.

16 I believe that's pretty much the major  
17 changes that I can think of.

18 Q Prior to the crash, did you have any  
19 concerns whatever about the accuracy or reliability of  
20 the end-play check?

21 A No, sir.

22 Q Did you ever hear anyone at  
23 Alaska Airlines, any of your employees or co-employees  
24 or anyone else raise any questions about the  
25 reliability or accuracy of the end-play check?

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1 Q So the threads in the restraining fixture,  
2 there is two threads in the middle of the restraining  
3 fixture; is that right?

4 A The ends threaded into the fixture, yes.

5 Q And my understanding of what you're  
6 testifying is that these were Alaska-fabricated tools  
7 as far as you know?

8 A As far as I know, I believe they were.

9 Q Where you could not see the two threads  
10 coming together?

11 A That's correct.

12 Q Whereas in the Boeing or Douglas tool you  
13 could see, you can see the two threads coming  
14 together; isn't that right?

15 A That's correct.

16 Q And in the September 1997 time period, back  
17 when Exhibit 130 was created, you testified, I believe  
18 earlier, that so as far as you knew Alaska Airlines  
19 had only one restraining fixture; is that right?

20 A That's correct. At the Oakland facility,  
21 yes.

22 Q Do you know whether they had others at any  
23 other facility?

24 A No, sir.

25 Q Now, that restraining fixture, the

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<p>1 restraining fixture that was used to perform the 2 end-play check, the second end-play check and 3 presumably the first end-play check -- since you only 4 had one -- do you know what happened to that fixture? 5 A To the best of my knowledge, it's still at 6 the hangar. 7 Q Never heard that it broke or got destroyed? 8 A No, sir. 9 Q Do you know what happened to the 10 Alaska-fabricated fixtures that were used for a short 11 period of time after the crash; the ones where you 12 couldn't see the two threads? 13 A No. I haven't seen those in a long time. 14 I don't know what happened to 'em. 15 Q Did you become aware that the FAA issued an 16 order grounding Alaska's fleet because of the use of 17 these Alaska tools? 18 A No, sir. 19 MR. FRANKEL: At this time I have no 20 further questions of the witness but reserve my 21 rights to recall him in view of Alaska's incomplete 22 production and the pendency of the NTSB investigation. 23 MR. RUSHING: Let's take a break. We've 24 been going about an hour. 25 THE VIDEOGRAPHER: We are off the record at</p> <p style="text-align: right;">Page 118</p>	<p>1 A Yes, sir. 2 Q Who is the head of quality control 3 department today at the Alaska Oakland facility? 4 A Al Weirholt. 5 Q Do you recall who that person was in the 6 fall of 1997? 7 A That would be Johnny Baker I believe. 8 Q In the fall of 1997 did you have any 9 discussions with Mr. Baker regarding the events we are 10 talking about this morning? 11 A No, sir. 12 Q You have been an A and P for, I think it's 13 about 16 years, since 1985, correct? 14 A Since January of '85. Which would be 15 about, is that 17 and a half years? 16 Q Seventeen years. 17 And you've certainly received a fair amount 18 of training both on the job and classroom regarding 19 A and P skills; right? 20 A Correct. 21 Q And one of those skills is lubrication 22 skills; right? 23 A That's correct. 24 Q And part of the lubrication skills is 25 skills in applying grease; correct?</p> <p style="text-align: right;">Page 120</p>
<p>1 10:13 a.m. 2 (Recess taken) 3 THE VIDEOGRAPHER: We are back on the 4 record at 10:31 a.m. 5 6 EXAMINATION 7 8 MR. MASSEY: 9 Q Mr. Minnette, good morning. 10 A Good morning. 11 Q I represent Equilon Enterprises, which was 12 involved with the distribution of AeroShell grease 33 13 just for your own edification. 14 Are you currently an Inspector at 15 Alaska Airlines? 16 A Correct, lead inspector. 17 Q You're a current lead inspector? 18 A Correct. 19 Q What are the levels of inspector? 20 A Inspector, lead and supervisor. 21 Q That designation "inspector," does that 22 mean quality control inspector? 23 A Yes, sir. 24 Q Are you part of the quality control 25 department?</p> <p style="text-align: right;">Page 119</p>	<p>1 A Correct. 2 Q And you have used grease guns probably 3 hundreds of times; right? 4 A No, sir. Not really. 5 Q Have you ever been involved in aircraft 6 lubrication? 7 A Yes, sir. 8 Q Tell me about your involvement with 9 aircraft lubrication. 10 A The only real lubrication that I have had 11 to do myself was back in late 1984 and early 1985 when 12 I worked for Pioneer Airlines. 13 Q And I think I read in this morning in 14 yesterday's questioning by Mr. Frankel. 15 You worked on DC10 aircraft at Pioneer; is 16 that correct? 17 A No, sir. 18 Q What type of aircraft did you work on at 19 Pioneer? 20 A We worked on Metro 3s and we had one other 21 aircraft, which was. 22 Q That's a Fairchild aircraft? 23 THE REPORTER: You're both talking at the 24 same time. 25 A We worked on Metro 3s, which I believe are</p> <p style="text-align: right;">Page 121</p>



1 Fairchild. And we worked on Beech 99s.  
 2 Q MR. MASSEY: Have you ever done any  
 3 lubrication at Alaska Airlines?  
 4 A No, sir.  
 5 Q Have you ever had any training --  
 6 What training have you had with regard to  
 7 using grease, if any?  
 8 MR. RUSHING: At Alaska Airlines?  
 9 Q MR. MASSEY: No, generally what training --  
 10 strike that.  
 11 What training have you received with regard  
 12 to lubrication grease during your A and P career?  
 13 MR. RUSHING: Objection. It's overly  
 14 broad, vague.  
 15 THE WITNESS: I have to say that it would  
 16 be the training for, initial training for my A and P  
 17 license and any which I may have had while with  
 18 Pioneer, which I don't recollect any specific  
 19 training.  
 20 Q BY MR. MASSEY: During your initial  
 21 training during your A and P license did they ever  
 22 teach you at A and P school that you should not mix  
 23 different types of greases?  
 24 A Yes, sir.  
 25 Q Okay.

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1 And that's been your practice since you  
 2 went to A and P school; right?  
 3 MR. RUSHING: Objection. Lacks foundation.  
 4 Misstates the witness' testimony.  
 5 Q MR. MASSEY: Let me ask a different  
 6 question here.  
 7 On those occasions when you were  
 8 lubricating aircraft with grease you knew that, based  
 9 upon your A and P training, that you were not to mix  
 10 different types of greases; correct?  
 11 A That's correct.  
 12 Q And you knew that prior to 1997; right?  
 13 A Correct.  
 14 Q In fact, that's a generally held principle  
 15 for A and P mechanics; correct?  
 16 MR. RUSHING: Objection. Vague.  
 17 Q MR. MASSEY: The fact that you shouldn't  
 18 mix greases?  
 19 A Yes, sir.  
 20 Q In fact, any A and P worth his salt knows  
 21 that; right?  
 22 MR. RUSHING: Objection. Argumentative.  
 23 Vague.  
 24 Q MR. MASSEY: It's pretty well known in the  
 25 industry?

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1 A I would say it's pretty well known, yes.  
 2 Q It's good operating practice; right?  
 3 A Yes, sir.  
 4 Q Did you ever take any -- strike that. You  
 5 didn't.  
 6 You took a general familiarization class on  
 7 MD-80 type aircraft at Alaska Airlines; did you not?  
 8 A Yes, sir.  
 9 Q Was any part of that training, did any part  
 10 of that training deal with lubrication?  
 11 A I don't recall.  
 12 Q Is one of your responsibilities as an  
 13 inspector --  
 14 Did you say lead inspector?  
 15 A Lead inspector, yes.  
 16 Q Is one of your responsibilities as lead  
 17 inspector at Alaska Airlines to know the  
 18 Alaska Airlines general maintenance manual procedures  
 19 for filling out paperwork?  
 20 A Yes, sir.  
 21 Q In fact, you have to know it fairly well  
 22 because you are, when you put your inspector's stamp  
 23 on certain paperwork you are verifying that it's done  
 24 in accordance with Alaska's GMM; correct?  
 25 A Correct.

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1 Q As well as the federal aviation  
 2 regulations?  
 3 A Correct.  
 4 Q Prior to the end-play check which you  
 5 witnessed in the fall of 1997 or acted as inspector  
 6 for in the fall of 1997 on Aircraft 963, had you ever  
 7 before been asked to do a recheck on any end-play  
 8 check involving a jackscrew on an MD-80?  
 9 A No, sir.  
 10 Q Do you know if -- would you be in an  
 11 position to know if any other inspectors had ever done  
 12 a recheck on an end-play check -- strike that. It's  
 13 coming out bad.  
 14 Would you know, sir -- had you ever --  
 15 strike it.  
 16 Have you ever become aware of any other  
 17 re-checks of end-play checks done on jackscrews prior  
 18 to the accident we are talking about today?  
 19 A No, sir.  
 20 (Off-the-record discussion)  
 21 Q MR. MASSEY: Mr. Minette, excuse me for  
 22 jumping around a little bit. But I just wanted to  
 23 talk to you about a few things that Mr. Frankel talked  
 24 to you about.  
 25 I believe that you said that after the

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1 second, after the recheck which you performed on  
2 Aircraft 963 in the fall of '97 that you had a  
3 conversation with Mr. Hensel; right?

4 A Yes, sir. At the end of the check.

5 Q And I believe you said that he had to get  
6 ready for his turnover.

7 What did you mean by he had to get ready  
8 for his turnover?

9 A Well, we worked graveyard shift. It was  
10 late into our shift and he has to write a report to  
11 turn over to the oncoming day shift to bring them up  
12 to status with what had been done and currently being  
13 done on the shift.

14 Q And you wanted to give him the status of  
15 your recheck so that he could pass that on to the next  
16 shift; right?

17 A That's correct.

18 Q As far as you know, he did that?

19 A Correct.

20 Q Do you know what he told the next shift or  
21 what he put on the turnover logs?

22 A No sir, I don't.

23 Q You don't concern yourself --

24 In the fall of 1997, with respect to this  
25 recheck, you did not concern yourself with turnover

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1 A I guess basically, if you looked at it that  
2 way. I guess that's basically what I'm doing.

3 Q And does the Alaska general maintenance  
4 manual allow for an inspector who has been part of the  
5 task which is being verified to approve his own work?

6 A I know it is not required from for a  
7 mechanic. It's not allowed.

8 I've never thought about it in that -- I  
9 don't really know how to answer that. I mean, as far  
10 as the question, a mechanic cannot buy off his own  
11 work.

12 Q Is it the same thing for an inspector  
13 that's done the work?

14 A I would say that's true. But I physically  
15 did not do the work. I was observing and I'm  
16 acknowledging that that's my observations.

17 I mean I physically did not, other than  
18 observing the readings on the gauges, I'm signing off  
19 that that's what was done and that's and that those  
20 were correct and that was the readings we got.

21 Q The task card requires two people, correct,  
22 for this end-play check?

23 MR. RUSHING: Objection. Lacks foundation.  
24 Assumes facts not in evidence.

25 MR. MASSEY: Strike that. Withdraw the

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1 logs; correct?

2 A No sir. That's the lead's job.

3 Q Okay.

4 Take a look at Exhibit 130.

5 A (Complying)

6 Q We have established that at the bottom  
7 left-hand corner, that's your stamp for inspector  
8 number 72. The number under it 14983, what number is  
9 that?

10 A That's my Artic number.

11 Q That's your Artic number.

12 Is that also your Alaska employee number?

13 A No, sir.

14 Q What is your Alaska employee?

15 A 5015014981.

16 Q By placing that, your stamp on Exhibit 130,  
17 what was it that you were verifying?

18 A I was verifying that the end-play check  
19 specified above in the corrective action had been  
20 accomplished and that the results are what we found.

21 Q And in fact, you were involved with that  
22 end-play check; right?

23 A That's correct.

24 Q And so is it true, sir, that in some ways  
25 you were verifying your own work?

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1 question.

2 THE REPORTER: Hold on. Go ahead.

3 MR. MASSEY: I apologize.

4 Q MR. MASSEY: Does the task card require a  
5 mechanic and an inspector, sir?

6 A Yes, sir.

7 Q And the task card requires then that two  
8 people be involved with, that at least two people be  
9 involved with doing the end-play check; correct?

10 A Correct.

11 Q And you were one of those two people,  
12 right, that did the end-play check that we are talking  
13 about?

14 A Yes, that's correct.

15 Q And then the MIG-4 requires that during the  
16 final inspection buy back process that an inspector  
17 sign off on that, that a quality control inspector  
18 sign off on that saying that yes, number one, that the  
19 end-play check was done, and secondly it was done  
20 correctly, and that part of that being done correctly  
21 that it was inspected correctly; right?

22 A Yes, sir.

23 Q And in the final buy back process where you  
24 put your inspector stamp number 72 on here, you were  
25 verifying that the inspection that you had done on,

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1 for Mr. Azbell, that your own inspection was done  
 2 correctly; right?  
 3 You were verifying that; right?  
 4 A Yes.  
 5 Q Okay.  
 6 So in effect you were verifying your own  
 7 work; right?  
 8 A Yes.  
 9 Q And does the Alaska maintenance manual  
 10 allow for you to do that?  
 11 A (No audible response)  
 12 MR. MASSEY: Let me withdraw the question.  
 13 THE WITNESS: I --  
 14 MR. MASSEY: I withdrew the question.  
 15 Q MR. MASSEY: Based upon your experience as  
 16 an A and P mechanic and based upon your experience in  
 17 reading general maintenance manuals and being involved  
 18 in aircraft maintenance for 17 years, in your opinion,  
 19 sir, is that good maintenance practice for an  
 20 inspector to verify his own work?  
 21 MR. RUSHING: For an inspector to verify  
 22 his own inspection?  
 23 MR. MASSEY: No. For what we have been  
 24 talking about for the last five minutes. Is that good  
 25 maintenance practice for a buy back inspector to

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1 verify that his own inspection had been done  
 2 correctly?  
 3 MR. RUSHING: Object to the question as  
 4 vague, ambiguous.  
 5 If you understand the question --  
 6 THE WITNESS: I believe I understand what  
 7 you're asking.  
 8 Q MR. MASSEY: I just want to know your  
 9 opinion, sir.  
 10 A My opinion is that there is that there is  
 11 no other way to sign this off than for me to verify  
 12 that this inspection was done and complete. And  
 13 that's what I did.  
 14 Q Okay.  
 15 But you could have gotten another inspector  
 16 to verify your inspection of Mr. Azbell's work; right?  
 17 A If there had been another inspector and two  
 18 of us were there, we could have done something. But  
 19 then I would have had to sign off the corrected by  
 20 block with Mr. Azbell.  
 21 Q Okay.  
 22 Was there another inspector available?  
 23 A No, sir.  
 24 Q Was there another inspector available on  
 25 the next shift; do you know?

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1 A Yes, there were inspectors oncoming, yes.  
 2 Q In fact, you talked to Mr. Bautista at the  
 3 end of this, at the end of your shift, and  
 4 Mr. Bautista's an inspector; right?  
 5 A That's correct.  
 6 Q If you take a look at the planned action  
 7 section of Exhibit 130, you see how that's crossed  
 8 out?  
 9 A Yes, sir.  
 10 Q Do you know who crossed it out?  
 11 A Per the MIG-4, Ron Hensel crossed it out.  
 12 Q Do you see that box under "planned action",  
 13 "authorized by?"  
 14 A Yes, sir.  
 15 Q It says "RB40462?"  
 16 A Yes, sir.  
 17 Q Do you know who RB40462 is?  
 18 MR. RUSHING: Shalem, with all due respect,  
 19 this was covered yesterday and --  
 20 MR. MASSEY: This is the last question on  
 21 this. You'll see where I'm going here.  
 22 THE WITNESS: Ross Belfiore.  
 23 Q MR. MASSEY: Okay.  
 24 Once the planned action was crossed out as  
 25 an inspector at Alaska Airlines, knowing

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1 Alaska Airlines paperwork, does that require another  
 2 supervisor to sign off that the new planned action  
 3 should also be authorized?  
 4 Do you understand what I mean? I realize  
 5 that was a little bit jumbled.  
 6 A Yes, sir, I understand what you're saying.  
 7 And at this particular time, I do not believe so.  
 8 Q So that when Mr -- so when the words under  
 9 the planned action "reevaluate test per WC246-27000"  
 10 were put in there, that new planned action did not  
 11 require another supervisor, in your opinion sir, to  
 12 sign off on that new planned action; correct?  
 13 A I don't believe so.  
 14 Q I told you I was skipping around a "little  
 15 bit.  
 16 After you had done the recheck at the end  
 17 of your shift in September of 1997 you exchanged some  
 18 conversation with Lito Bautista; correct?  
 19 A Correct.  
 20 Q Do you recall any surprise at all on behalf  
 21 of Lito Bautista that your measurement, yours and  
 22 Mr. Azbell's measurement was 7 thousandths different  
 23 than his?  
 24 A No, sir.  
 25 Q Did Mr. Bautista suggest to you that

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1 perhaps there should be a tie breaker?  
 2 A No, sir, not that I recall.  
 3 Q Did you ever think about the fact that your  
 4 measurement was point, was seven thousandths of an  
 5 inch different than the original measurement, and  
 6 since you have two measurements that perhaps a third  
 7 should be taken to break the tie?  
 8 Have you ever thought that?  
 9 A I have thought that since this all came up.  
 10 Since the accident.  
 11 Prior to that, I can't say that I did.  
 12 Q Or at the time?  
 13 MR. RUSHING: That's what he just said.  
 14 THE WITNESS: No.  
 15 Q MR. MASSEY: Have you ever discussed that  
 16 since the accident, other than your lawyers?  
 17 A Not that I can, not that I can say I'm  
 18 aware of, no.  
 19 Q You haven't talked to any other mechanics  
 20 or inspectors at Alaska Airlines about that fact at  
 21 all; have you?  
 22 A Not that I can specifically say, no.  
 23 Q Now, at the time you were given the MIG-4  
 24 by Mr. Hensel just prior to your doing the second  
 25 end-play check, did you ever think that perhaps you

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1 the inspection which you witnessed and Mr. Azbell  
 2 accomplished, that each step on that task card had  
 3 been accomplished; correct?

4 MR. RUSHING: Objection. It misstates the  
 5 evidence. Lacks foundation. Assumes facts not in  
 6 evidence, the way you have raised it.

7 Q MR. MASSEY: You can answer if you  
 8 understand.

9 A I believe I do.

10 The answer to that is that I verified that  
 11 we accomplished those steps per the task card. But it  
 12 doesn't mean that they signed off the task card.

13 Q Right.

14 A We followed the task card procedures.

15 Q I understand that, sir.

16 But if you were going out to do a brand new  
 17 end-play check and you took a task card with you, you  
 18 would have to, as an inspector, sign off on that task  
 19 card in the inspection slots and buy off that each  
 20 step had been done; correct?

21 A That's correct.

22 Q And that's so the FAA and Alaska Airlines  
 23 knows that each item had been accomplished; correct?

24 A That's correct.

25 Q Why is that different for a recheck?

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1 should go and get a new -- strike that.  
 2 At the time you were given the MIG-4 to go,  
 3 and then subsequently got a copy of the, of  
 4 Exhibit 126, which is the task card to go do the  
 5 recheck, did you ever think that perhaps you wanted to  
 6 get a new blank task card?  
 7 MR. RUSHING: Objection. Vague.  
 8 Go ahead.  
 9 THE WITNESS: No, sir.  
 10 Q MR. MASSEY: What's the purpose of the  
 11 task card?  
 12 A The purpose of the task card is to  
 13 specifically accomplish a task that's generally per  
 14 the maintenance manual, that is following the  
 15 maintenance manual and approved by Douglas, and as far  
 16 as I know the FAA. And it's to accomplish a given  
 17 task without having to go straight to the maintenance  
 18 manuals and research.  
 19 Q Is one of the purposes of the task card and  
 20 the certain items that have to be signed off next to  
 21 various items on the task card also to ensure that  
 22 each of the items is completed on that task card?  
 23 A Yes, sir.  
 24 Q And in fact, when you put your final buy  
 25 back inspection stamp on there you had verified that

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1 A Because the MIG-4 provides more information  
 2 than the actual card itself as far as being able to  
 3 record our results.

4 Q How so?

5 A There is no place on the task card to  
 6 accomplish any records. On this particular task card.

7 If we had gone through -- they said, he  
 8 wrote this, that they had 40 thousandths. We said we  
 9 found 33 thousandths. But if we had just done the  
 10 task card there still would be, there would be a  
 11 duplication of action here. We would be stamping off  
 12 the card and this. We only stamp this one item  
 13 stating that we did it per the task card. We didn't  
 14 generate a task card to show that it had been done  
 15 twice.

16 Q I appreciate that, sir.

17 My question is why, how would one know --  
 18 strike it.

19 In the case of a brand new end-play check,  
 20 not a recheck, each item has to be signed off and  
 21 inspected so that each line item, as you go down the  
 22 task card, the FAA knows and Alaska Airlines knows,  
 23 and any inspectors from the FAA that come and review  
 24 paperwork would know that each item, each line item on  
 25 that task card had been accomplished; right?

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<p>1 MR. RUSHING: Objection. Asked and 2 answered. 3 THE WITNESS: Right. 4 Q MR. MASSEY: When you do a recheck you're 5 supposed to accomplish each of those line items; 6 right? 7 A That's correct. 8 Q How would the FAA know without those stamp 9 offs on each line item that each step had been 10 accomplished on the recheck? 11 A Because we have stated that we did the 12 check here. 13 Q Okay. So -- 14 MR. RUSHING: Referring to Exhibit? 15 THE WITNESS: Referring to Exhibit 130. 16 MR. MASSEY: Right. 17 Q MR. MASSEY: So the end-play procedure for 18 a recheck, at least the paperwork, is a little bit 19 different from an end-play check that's not a recheck; 20 correct? 21 A Yes. 22 Q You could have gone and gotten a blank task 23 card; right? 24 A Yes, we could have used a blank task card. 25 Q And signed off on each item; right?</p> <p style="text-align: right;">Page 138</p>	<p>1 Q Have you ever, sir, heard his name 2 associated with the investigation of the crash of 3 Alaska 261? 4 A Um -- 5 Q Other than from your lawyers? 6 A No, sir. 7 Q Sir, would you please take a look at 8 Exhibit 147. 9 A (Complying) 10 Q Do you know what that is, sir? 11 A Yes sir. It appears to be a copy of the 12 GMM pertaining to the MIG-4s back in 1992. 13 Q Take a look at page 3451. About five pages 14 down. 15 A (Complying) 16 Q Is that a May 1998 revision to the Alaska 17 GMM? 18 A Yes, sir. 19 Q You're generally familiar with this 20 maintenance manual; right? 21 A Generally. 22 Q Sure. 23 And sir, have you ever read in your 24 position or prior to taking your position as a lead 25 Inspector at Alaska Airlines, this section of the GMM</p> <p style="text-align: right;">Page 140</p>
<p>1 A That's correct. 2 Q That's just not required under 3 Alaska Airlines' general maintenance manual; is that 4 right? 5 A That's correct. 6 Q Do you know who Bob Weaver is? 7 A No, sir. 8 Q Do you know of anybody other than 9 Mr. Hensel, Ron Hensel, who participated in the 10 decision to perform a recheck of the original end-play 11 check done by Messrs. Bautista and Balabat? 12 Did you understand the question? 13 A No. I'm sorry. I missed something there. 14 Q Sure. 15 Do you know of anybody other than 16 Ron Hensel who participated in the decision to perform 17 a recheck of the original end-play check done by 18 Mr. Bautista and Balabat? 19 A No, sir. 20 Q Do you know Mr. Bill Weaver? 21 A The name is familiar. 22 Q Do you know his position at 23 Alaska Airlines? 24 A No. He's based in Seattle. Or he was I 25 believe.</p> <p style="text-align: right;">Page 139</p>	<p>1 regarding inspection buy back, either this revision or 2 an earlier revision? 3 A I'm sure I have, yes. 4 Q Generally, in stamping Exhibit 130 in the 5 final inspection buy back box, this would be the 6 section of the GMM that describes the reasons and 7 procedures for stamping that inspection buy back box; 8 correct? 9 MR. RUSHING: If you would like to take a 10 moment and put in context what section he's just shown 11 you from the larger document, please feel free to do 12 that. 13 MR. MASSEY: Yes, of course, take your 14 time. 15 THE WITNESS: Yes, sir. Could you repeat 16 your question to make sure? 17 Q MR. MASSEY: Sure. 18 Section F of this document, is that the 19 section which describes the procedures for completing 20 the box entitled "final inspection buy back" on 21 Exhibit 130? 22 A Yes, sir. 23 Q And you're supposed to follow those 24 procedures in putting your stamp in there; right? 25 A That's correct.</p> <p style="text-align: right;">Page 141</p>

1 Q Do you ever have a buy back inspection  
2 where you stamped a red X on it?  
3 A Yes, sir.  
4 Q Lots of 'em, right?  
5 A Several.  
6 Q I'm not going to talk to you anymore about  
7 that document, sir. I'm almost done.  
8 Sir, I apologize in advance if this is a  
9 difficult question.  
10 You said that, to Mr. Frankel, that it's  
11 taken me a lot of time to deal with this. What did  
12 you mean?  
13 A I mean that, it was a very traumatic  
14 experience. Having been in aviation for as long as I  
15 have been an air traffic controller. I have talked to  
16 airplanes that have gone down. And it's, it was very,  
17 very shocking to find my name on this paperwork.  
18 Q Why was it shocking?  
19 A Just because -- although I have been  
20 through probably every MD-80 at sometime or other,  
21 it's just, you don't ever expect it to happen. It  
22 doesn't happen to you.  
23 Q Do you wish you would have done something  
24 differently?  
25 A No, not at all.

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1 concerning the end-play checks?  
2 A There may have been. I don't recall.  
3 Without seeing the form itself, I don't remember.  
4 Q Do the inspector logs look in format --  
5 strike it.  
6 Let me have you look at Exhibit 134.  
7 A (Complying)  
8 Q Let's look at the first page.  
9 Do the inspector logs have a typewritten or  
10 printed section that's in any way similar format to  
11 this first page of Exhibit 134?  
12 A No, sir.  
13 Q All right.  
14 And then if you turn four or five pages  
15 down where they have the handwritten shift turnover  
16 log --  
17 A Yes, sir.  
18 Q -- are those similar in format to the  
19 inspector logs?  
20 A That's correct.  
21 Q How many inspectors are there per shift?  
22 A It can vary depending on who's off.  
23 Anywheres from one to six.  
24 Q Okay.  
25 Is there an inspector turnover meeting in

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1 MR. MASSEY: All right.  
2 Thank you very much for your time, sir.  
3 THE VIDEOGRAPHER: Mr. Frankel should we go  
4 ahead and change the tape?  
5 MR. FRANKEL: Certainly.  
6 THE VIDEOGRAPHER: We have reached the end  
7 of tape two. We're off the record at 11:07 a.m.  
8 (Recess taken)  
9 THE VIDEOGRAPHER: This begins tape three  
10 in the videotape deposition of Michael Minette, day  
11 two on July 12th, 2002. We are back on the record at  
12 11:19 a.m.  
13  
14 EXAMINATION  
15  
16 BY MR. READ:  
17 Q My name is Greg Read. I represent Shell.  
18 Would you tell us your date of birth  
19 please.  
20 A June 6th -- correction June 3rd, 1947.  
21 Q Am I correct that in addition to shift logs  
22 there are also inspector logs?  
23 A That's correct.  
24 Q Were there any entries in the inspector  
25 logs concerning this 1997 C-check on Aircraft 963

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1 between shifts?  
2 A No, not per se. Inspect -- the leads and  
3 supervisors --  
4 Well, currently, no, it's just the  
5 supervisors that sit in on the morning turnover  
6 meetings.  
7 Q I want to talk about 1997.  
8 A 1977, I believe the leads and supervisors  
9 were in on the morning turnover meetings with the  
10 A and Ps and electronics.  
11 Q Did the inspectors attend those meetings in  
12 1997?  
13 A No, sir, I don't believe so.  
14 Q Did the inspectors have their own  
15 turnover meetings?  
16 In other words, did the inspectors from one  
17 shift meet with the oncoming inspector for the next  
18 shift?  
19 A We would if there was items to turn over  
20 generally.  
21 There would be a -- could be either a  
22 visual with what's been written out or if there was  
23 anything that may have been on the log generally it  
24 would be verbally coordinated to somebody.  
25 Q Prior to your participating in the recheck

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1 of the end-play test on aircraft 963 on  
 2 September 30th, 1997, did you have any discussions  
 3 with anyone about end-play checks on this aircraft?  
 4 A No, sir.  
 5 Q Is the first time that you had any  
 6 knowledge at all about a recheck of the end-play check  
 7 when you were up on the tail stand participating in  
 8 the recheck?  
 9 MR. RUSHING: Objection. Lacks foundation.  
 10 Misstates the witness's earlier testimony.  
 11 THE WITNESS: No, sir. It would be at the  
 12 time Ron Hensel and Ron Azbell came to me for the  
 13 check, which was prior to doing the check.  
 14 Q MR. READ: How long before the check did  
 15 they come to you?  
 16 MR. RUSHING: Greg, this has been covered  
 17 yesterday at great length. I know you weren't here  
 18 and I know that it's not an objection asked and  
 19 answered because a new person is asking it, but this  
 20 has been covered.  
 21 MR. READ: I accept it, Don. And I've got  
 22 a half an hour's worth of the questions, and I'll try  
 23 to do it expeditiously.  
 24 Q MR. READ: How long before the actual  
 25 recheck did you have a conversation with Mr. Azbell

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1 MR. RUSHING: Or some other?  
 2 MR. READ: Or some other --  
 3 THE WITNESS: I feel that it was not  
 4 because of the recheck. I don't mind doing the  
 5 recheck. And I don't think Ron does.  
 6 I think it was the amount of time; that it  
 7 took so long to either come up to make that decision  
 8 or whatever.  
 9 I don't really know the exact reason. But  
 10 he was upset with that portion of it. Not the fact  
 11 that we had to do it.  
 12 Q MR. READ: But Mr. Hensel and Mr. Azbell  
 13 made a point of seeking you out to have this  
 14 discussion?  
 15 A Yes, sir. I think I was the only inspector  
 16 on shift that night.  
 17 Q When -- after that discussion did you have  
 18 a conversation with anybody else on the subject of an  
 19 end-play check on this aircraft?  
 20 A Not that I'm aware of. Not on that  
 21 particular, at that particular time frame, no.  
 22 Q What did you say to Mr. Hensel when he  
 23 expressed the fact that he was upset?  
 24 A I don't recall exactly what I said. I  
 25 don't -- I mean I was upset, too, that they wait until

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1 and Mr. Hensel?  
 2 A I believe it was two to three hours.  
 3 Q Did they come to you together?  
 4 A Yes, sir.  
 5 Q What did they tell you?  
 6 A They said we had a reevaluation or recheck  
 7 on the end-play for that aircraft and --  
 8 Q Did they tell you what they thought about  
 9 that?  
 10 A Not that I recall.  
 11 Q Is that the first -- Excuse me.  
 12 A Excuse me.  
 13 I know Ron was upset. And I believe I  
 14 mentioned this yesterday. And I'm not going to say  
 15 super upset; he wasn't violently mad. Put it that  
 16 way. But he was visibly upset and, because they  
 17 waited; there was like three days between the time  
 18 this showed up for recheck and the time the actual  
 19 check was done.  
 20 Q I read that in your transcript, and I  
 21 didn't understand why the three days had to do with  
 22 anything. So let me ask a question.  
 23 Was the upset with the fact that there was  
 24 going to be a recheck or was the upset that it had  
 25 taken three days to make that decision?

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1 the last minute.  
 2 I mean, there is, to me there was no reason  
 3 to wait till the last minute. And I don't know what  
 4 the reasons were.  
 5 Q Did you attempt to find out what the  
 6 reasons were?  
 7 A No, sir, I didn't.  
 8 Q Did you already say to your knowledge --  
 9 strike it --  
 10 To the best of your memory there was  
 11 nothing in the inspector turnover logs concerning this  
 12 recheck of the end-play; is that true?  
 13 A To the best of my knowledge, there wasn't.  
 14 Q Did you make any entries in the inspector  
 15 logs about this recheck?  
 16 A I don't know that I did. I don't, I don't  
 17 recall the form at the time, if I made an entry or  
 18 not.  
 19 MR. READ: Don, do you know if the  
 20 inspector logs have been produced?  
 21 MR. RUSHING: You know, I don't, one way or  
 22 the other.  
 23 MR. FRANKEL: I certainly haven't seen any  
 24 in my review of the documents.  
 25 MR. READ: We haven't either and we have

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1 searched.  
2 Q MR. READ: Mr. Minette, were there -- I  
3 guess you just said this, but let me ask: Were there  
4 any other inspectors that were working the shift that  
5 you were working on September 30th?  
6 A No, sir. I think to the best of my  
7 knowledge, I think I was the only one that night.  
8 Q Had you been on duty the previous three  
9 days; the 29th, 28th, 27th?  
10 A Yes sir, I believe I was.  
11 Q Am I correct that during those three days,  
12 27, 28, 29th of September, you had no knowledge either  
13 because there was something in writing or because you  
14 had had any discussion with anyone, about the  
15 possibility of a recheck of the end-play?  
16 MR. RUSHING: Objection. Asked and  
17 answered.  
18 THE WITNESS: No, sir, I didn't have any  
19 contact with anybody. Any reference to it at all.  
20 Q MR. READ: Do you know Mr. Ho?  
21 A Daniel Ho, yes.  
22 Q Does he work --  
23 In 1997 did he work the same shift as you?  
24 A I don't think so.  
25 Q Have you looked at the mechanics' turnover

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1 logs in preparing for this deposition?  
2 A No, sir.  
3 Q Let me have you look at Exhibit 136.  
4 A (Complying)  
5 Q I'm referring to the Bates stamp in the  
6 lower right-hand corner of 921 or the last three  
7 numbers. It's several pages down. The last three  
8 numbers are 921.  
9 A Here it is.  
10 Q Do you see item number seven?  
11 A Item number seven.  
12 Q My question is: Do you recognize that  
13 handwriting?  
14 MR. RUSHING: Do you recognize the  
15 handwriting, sir?  
16 THE WITNESS: No, sir.  
17 Q MR. READ: Had you ever seen that entry  
18 before I just showed it to you?  
19 A No, sir.  
20 Q Let me have you looked at Exhibit 137 --  
21 strike that. That's the wrong --  
22 Yes -- beg your pardon -- Exhibit 137.  
23 A (Complying)  
24 Q Up at the top, the numbers that say at, the  
25 last three numbers are 910. The numbers are up at the

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1 top on this one.  
2 Do you see -- let me have you look at the  
3 entry with the number 5 that's encircled. That entry  
4 says "please redo Acme screw ck" -- abbreviation for  
5 check -- "to confirm problem. JLS looking up EO. EO  
6 number sign is invalid. Please have days to follow  
7 up."  
8 Had you ever seen that entry before I just  
9 showed it to you?  
10 A No, sir.  
11 Q Do you have any knowledge why -- strike  
12 that.  
13 Do you recognize the handwriting of that  
14 entry?  
15 A No, sir.  
16 Q Do you have any knowledge why someone  
17 requested a recheck on the 29th and it wasn't done  
18 until the 30th?  
19 MR. RUSHING: Objection. Calls for  
20 speculation and conjecture.  
21 THE WITNESS: No, sir.  
22 Q MR. READ: Do you have any knowledge  
23 whether any supervisor ever approved the second  
24 planned action on Exhibit 130 that states "reevaluate  
25 test?"

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1 A No, sir, I don't. I don't recollect that  
2 I --  
3 Q (Indicating)  
4 A No sir, I don't recollect that I ever was  
5 involved with anything as far as who did what  
6 concerning that portion of it.  
7 Q Is it correct that a planned action of a  
8 lead mechanic is supposed to be approved by a  
9 supervisor?  
10 MR. RUSHING: Objection. Misstates the  
11 prior testimony. Lacks foundation. It's also been  
12 asked and answered.  
13 THE WITNESS: No, sir, not at that time.  
14 In regards to something in my testimony  
15 from yesterday when I wasn't sure, I believe there was  
16 a change submitted, but it was after this as far as  
17 having another supervisor or a supervisor or the same  
18 supervisor re-approve a change.  
19 But prior to this, I don't believe there  
20 was.  
21 Q MR. READ: Okay. All right.  
22 Is it correct that -- forget about the  
23 change -- a planned action on a non-routine card is  
24 supposed to be signed off by a supervisor; is that  
25 true?

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1 A At that particular -- At this point in  
2 time, planned actions I believe were, could be  
3 authorized by either supervisor, lead or production  
4 control.  
5 Q What was the procedure in 1997 for  
6 resolving a disagreement between two lead mechanics as  
7 to an action to be taken on an aircraft?  
8 A I don't know.  
9 Q If one lead said I think we ought to  
10 replace a given part and another lead said I don't  
11 think we should, who was supposed to resolve that in  
12 1997?  
13 A A supervisor. The next chain of command  
14 up.  
15 Q Do you have any knowledge whether any  
16 supervisor ever approved Mr. Hensel's change in the  
17 planned action?  
18 MR. RUSHING: Objection. It's been asked  
19 and answered.  
20 THE WITNESS: No, sir, I don't.  
21 Q MR. READ: Okay. Is it correct,  
22 Mr. Minette, that there was some pressure to get this  
23 plane out of Hangar 6 on September 30th because it was  
24 late?  
25 A I don't -- from my personal side, no, I

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1 Q Is he still at Oakland base?  
2 A No, sir.  
3 Q Where is he now; if you know?  
4 A I don't know.  
5 Q Who was next in command under  
6 Mr. Fitzpatrick in 1997 at the Oakland base?  
7 A It would have been Gerald Summers.  
8 Q What was his job?  
9 A He was the day shift. I guess he would be  
10 just the day shift A and P supervisor.  
11 Q Did the day shift generally have more  
12 authority than the other shifts with regard to making  
13 decisions about maintenance on aircraft?  
14 A Correct. I think everybody feels that way,  
15 yes.  
16 Q In your career up till this -- strike that.  
17 In your career up till September 30th,  
18 1997, on how many occasions had you observed one lead  
19 mechanic changing the planned action of another lead  
20 mechanic?  
21 A I would have no, no idea of how many times  
22 it would be changed.  
23 Q Do you have any memory that that had ever  
24 happened before September 30th, 1997?  
25 A Yes, sir. As a lead mechanic and sheet

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1 don't see there was any pressure. I don't --  
2 Q Were you aware that this plane was behind  
3 schedule?  
4 A I think most of our planes were around that  
5 time.  
6 Q Okay.  
7 Who is the person who has overall  
8 responsibility for assuring that planes proceed on  
9 schedule for C-checks? I don't think my question was  
10 clear.  
11 In 1997, who was the person at the Oakland  
12 base who had overall responsibility for assuring that  
13 planes went through a C-check on schedule?  
14 A That would have to be, I believe, the  
15 supervisor or the manager of the Oakland facility.  
16 Q Who was that in 1997?  
17 A I know him so well and I can't think of his  
18 name.  
19 Q Okay.  
20 Mr. Fitzpatrick?  
21 A Yes, perfect. Thank you.  
22 Q What's his first name?  
23 A Art.  
24 Q Is he still employed by Alaska?  
25 A To the best of your knowledge, yes, he is.

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1 metal, I changed on occasion.  
2 Q You changed what another lead had put down  
3 as the planned action?  
4 A Yes, sir, I believe so.  
5 Q And you did that when you were working as a  
6 sheet metal mechanic?  
7 A As a lead.  
8 Q As a lead.  
9 A Yes.  
10 Q When you did that as a lead, did you get a  
11 supervisor to sign off on your change?  
12 A No, sir, not that I recall.  
13 Q When you made that change as a lead, I take  
14 it you did that because in your judgment your  
15 suggested planned action was better than the first  
16 guy's?  
17 A No, sir. The times that I changed it I  
18 changed it because the planned action that was  
19 originally there was not ending up as the correct  
20 planned action for the job that we were doing. And  
21 this is sheet metal now.  
22 There might be an entry that says remove  
23 corrosion. And that was the planned action. Well,  
24 when it was done and they went out and started  
25 removing corrosion, it turned in to be a lot more than

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1 that. So you had to go and do parts replacement and  
2 so forth. So it would be changed to accomplish a  
3 certain repair.  
4 Q Okay.  
5 When you worked as a lead, how quickly  
6 could you find out if parts were available that you  
7 needed for a given job?  
8 MR. RUSHING: Objection. It's overly  
9 broad. Indefinite as to time. Indefinite as to task.  
10 THE WITNESS: It could vary. It, you can  
11 go into the computer and find out if the part's in the  
12 computer right away.  
13 If it's a part that needs to be ordered,  
14 then it maybe one or two days before you found out if  
15 it was available or what.  
16 Q MR. READ: I understand. And I didn't  
17 make my question clear.  
18 In order to find out if the part was  
19 available at the Oakland base you could go into the  
20 computer and find that out immediately?  
21 MR. RUSHING: During what time period,  
22 Greg?  
23 Q MR. READ: When you were working as a  
24 lead.  
25 A Correct.

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1 Q And do you think that was still -- strike  
2 that.  
3 Was that still true in 1997, that a lead  
4 could find out if the part was available at the  
5 Oakland base by merely going to the computer, typing  
6 in the part number and finding out if it was there or  
7 not there?  
8 A Yes, sir, that still holds true. Whether a  
9 lead or mechanic, it doesn't matter.  
10 Q Do you have any knowledge as you sit here  
11 today as to whether a jackscrew assembly was present  
12 at Oakland base in 1997 September?  
13 MR. RUSHING: Objection. It's been asked  
14 and answered.  
15 THE WITNESS: I don't believe we had one in  
16 stock, no.  
17 Q MR. READ: Do you base that because  
18 someone tried to find out if one was there with regard  
19 to this job?  
20 A Uh, that I don't recall if there was a  
21 parts order or anything on this job.  
22 Q I understand.  
23 How is it that you came to believe that  
24 there was no jackscrew assembly available at the  
25 Oakland base on September 30th, 1997?

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1 A I'd personally never seen one.  
2 Q Did you or anyone else, to your knowledge,  
3 go in the computer to see if one was available with  
4 respect to Aircraft 963 on September 30th?  
5 A That, I don't know.  
6 I did not personally, no, on the night of  
7 the 30th, no.  
8 Q But did anyone tell you or do you have any  
9 information from any other source that let's you tell  
10 us that it is a fact that no jackscrew assembly was  
11 available that could have been used on Aircraft 963 in  
12 September 1997, not restricting it to the 30th?  
13 A No, sir, not that I'm aware of.  
14 Q In any event, you had not seen one?  
15 A No, sir.  
16 Q Do you have any knowledge how long it would  
17 take to order a jackscrew assembly?  
18 A No, sir.  
19 Q Did you have any discussion with anyone in  
20 September 1997 about how long it would take to order a  
21 jackscrew assembly?  
22 A No, sir.  
23 Q Changing subjects.  
24 When you were on the tall stand  
25 participating in the recheck of the end-play, am I

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1 correct you observed the jackscrew assembly?  
2 A Yes, sir.  
3 Q I've read your testimony yesterday, and I  
4 understand that you said first it did not look to you  
5 like it had been recently lubricated. And later in  
6 the deposition yesterday you said it looked to you  
7 like it had not been lubricated as much as it's  
8 lubricated today.  
9 Do I have that essentially correct?  
10 MR. RUSHING: Objection. Misstates the  
11 witness' testimony.  
12 THE WITNESS: The Jack -- yeah, the  
13 jackscrew, in relation to what I have seen and can  
14 remember from looking at that jackscrew, it had  
15 lubrication on it, but it was not lubricated in the  
16 method that we currently lube. And it appeared to me  
17 that it hadn't been recently lubricated.  
18 MR. READ: Okay.  
19 THE WITNESS: Is what, is my --  
20 Q MR. READ: So both of those statements are  
21 true? That is, it did not look to you like it had  
22 been recently lubricated; correct?  
23 A Correct.  
24 Q And in addition to that it did not look to  
25 you like whenever it had been lubricated it was

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<p>1 lubricated in the same manner as you lubricate today?  2 A That's correct.  3 Q What color was the grease?  4 A I don't remember.  5 I remember that the jackscrew itself, on  6 the screw itself appeared that it, to me, to be one  7 that I see every night in the hangar right after it  8 comes in off of usage.  9 Q In other words, it looks like used grease?  10 A Used grease; it was dark. I don't recall  11 that the nut had red or green grease on it.  12 Q Do you have any knowledge from any source  13 as to whether Mobil 28 grease was still available for  14 use at the Oakland base in September of 1997?  15 A I don't remember. And I say that because I  16 don't know when the two came in. When they tried to  17 make their switch or whatever it was. I don't recall.  18 Q What is a no go tool?  19 A A no go tool is a gauge that measures -- it  20 usually has two dimensions, it's made by a machinist,  21 And it's used for determining the limits of an item.  22 Whether it be in this case the stops, which is what  23 the no go gauge was for, was to measure the dimension  24 of where the stops were set.  25 Q Do I understand that during the recheck of</p> <p style="text-align: right;">Page 162</p>	<p>1 that entry?  2 A Yes, sir.  3 Q You knew he was an inspector?  4 A Yes, sir.  5 Q He's of equal, sort of, rank with you?  6 A At the same time, yes, sir. He has me by  7 seniority.  8 Q Had you ever, up until that date, seen a  9 reading for an end-play check as high as .040?  10 A No, sir.  11 Q When you saw that entry on the non-routine  12 card as to the first reading of .040, did you yourself  13 make any calculation as to what the wear rate had been  14 on this jackscrew assembly?  15 A No, sir.  16 Q Did you have any knowledge as of  17 September 30th, 1997 as to what the expected wear  18 rate of the jackscrew assembly was?  19 A No, sir.  20 Q Had you ever taken any classes put on by  21 Alaska or anybody else concerning wear rates on  22 jackscrew assemblies?  23 A No, sir.  24 Q Had you ever taken any classes that  25 concerned the subject of when jackscrew assemblies</p> <p style="text-align: right;">Page 164</p>
<p>1 the end-play the no go tool was not used?  2 A That's correct.  3 Q Why is that?  4 A Because that portion of the check wasn't  5 written up. It was already accomplished and  6 apparently valid. And nothing was wrong on it.  7 Q Are you aware of any record, whether it's  8 in handwriting or printing or computer, any kind of  9 record that would document what kind of grease was  10 utilized on a jackscrew assembly in September 1997?  11 A No, sir.  12 Q In other words, is the type of grease ever  13 recorded anywhere that you have knowledge about?  14 A Not that I'm aware of.  15 Q When you saw -- strike that.  16 When you saw Exhibit 130 on -- let me back  17 up again.  18 Was September 30th the first time you had  19 ever seen this non-routine card marked as Exhibit 130?  20 A That's correct.  21 Q When you saw it, I take it you saw the  22 entry that the first reading had been .040?  23 A That's correct.  24 Q Were you aware because of the handwriting  25 or because of the signature that Mr. Bautista had made</p> <p style="text-align: right;">Page 163</p>	<p>1 should be replaced because of wear?  2 A No, sir.  3 Q Did you or anyone else, to your knowledge,  4 make any calculations as to when in time after  5 September 30th the jackscrew assembly would be worn  6 beyond limits?  7 A No, sir. I know I did not. And I'm not  8 privy if anybody else did or not.  9 Q Did you have any discussion with anybody at  10 any time about the fact that if the jackscrew assembly  11 wasn't replaced it would be beyond limits in a certain  12 period of time?  13 A No, sir, not specifically.  14 Q How about generally?  15 I want to know if you had any discussion  16 with anybody in which the subject of, you know, if we  17 don't replace this thing it's going to be beyond the  18 limits before the next end-play check?  19 A That sounds familiar, but --  20 MR. READ: Okay.  21 THE WITNESS: It does, it sounds familiar.  22 Q MR. READ: All right.  23 Did you have that discussion with  24 Mr. Hensel and Mr. Azbell when they came to you to,  25 and told you they were upset about the fact that their</p> <p style="text-align: right;">Page 165</p>

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1 recheck had been required?  
2 A That sounds familiar.  
3 MR. RUSHING: Let me object to the form of  
4 that last question. Because it misstates the witness'  
5 testimony and assumes facts not in evidence.  
6 MR. READ: I'll rephrase it.  
7 MR. RUSHING: I would appreciate it if you  
8 would.  
9 Q MR. READ: Do you believe, now that you  
10 think about it, that you had such a discussion with  
11 Mr. Azbell and Mr. Hensel when they came to you to  
12 report that they had some concern with the fact that  
13 three days had elapsed before this recheck had been  
14 requested?  
15 A Read that question back one more time.  
16 Q Sure.  
17 As you think about it now, do you believe  
18 that you had some discussion with Mr. Azbell and  
19 Mr. Hensel about the fact that this jackscrew assembly  
20 may be beyond limits prior to the next end-play check?  
21 A It sounds familiar, but I can't verify that  
22 I had that with them. Or that I did that.  
23 Q Well --  
24 A But I mean, the statement you're making  
25 does sound familiar to me.

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1 Q I'm sure you can appreciate that this is a  
2 very important --  
3 A I do.  
4 Q -- question. And I know that you know that  
5 you're under oath, and so I just want you to do the  
6 best you can, Mr. Minette, to tell us what you recall  
7 about that conversation.  
8 A I can recall that -- basically that phrase.  
9 And I can't really pinpoint what all was said.  
10 I mean it -- and I can understand it,  
11 because something was said there. It's familiar.  
12 Q All right.  
13 So -- I don't want to put words in your  
14 mouth.  
15 A I understand that.  
16 Q I just want to know: are you relatively  
17 certain as you sit here today that you had some  
18 discussions with somebody on the subject of the fact  
19 that this jackscrew assembly would be beyond limits  
20 sometime prior to the next end-play check?  
21 A I don't know if it was specified -- that's  
22 where -- where I'm, where I don't -- I remember  
23 something about that, but I don't remember as far as  
24 saying that it would be beyond limits or that the  
25 discussion said it would be beyond limits. Because I

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1 have no idea what the wear rate is.  
2 Q As opposed to it might be? Is that what  
3 you mean?  
4 A Correct.  
5 Q When that discussion took place, did  
6 anybody seek to determine more information about how  
7 fast these jackscrew assemblies wear?  
8 A Not to my knowledge, no.  
9 Q Did anybody go, to your knowledge, to the  
10 maintenance manual to determine if the maintenance  
11 manual had information about the wear rates?  
12 A I believe we checked the maintenance manual  
13 and that pretty much was verbatim what our card had,  
14 which was doing the check.  
15 And that's -- I don't recall that they --  
16 I'm sure somebody went in there. I don't recall that  
17 I personally did.  
18 Q After the accident, Mr. Minette, and as  
19 you thought about what had happened in September of  
20 1997, were you concerned with the fact that there had  
21 been this discussion that this jackscrew assembly may  
22 be beyond limits before the next end-play check?  
23 Is that something, is that part of what's  
24 bothered you since then?  
25 MR. RUSHING: Objection. It misstates the

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1 witness' testimony. It's argumentative. Lacks  
2 foundation.  
3 THE WITNESS: No, sir.  
4 Q MR. READ: After the accident occurred,  
5 did you have any discussion at any time with  
6 Mr. Hensel or Mr. Azbell about the discussion you and  
7 I have just been talking about?  
8 A We discussed a lot of things. I can't be  
9 factual and say we did. I don't, I don't recall  
10 anything specific to that, no, personally.  
11 Q At any time up until today?  
12 A No.  
13 Q Where one of you said to the other, don't  
14 you remember, Ron, that we had that discussion?  
15 A No. No. No.  
16 Q All right.  
17 Had you ever seen a jackscrew assembly  
18 prior to September 30th that had as much wear as .033?  
19 A No.  
20 Q What's the highest end-play that you recall  
21 prior to September 30th?  
22 A I don't recall exact numbers. But I would  
23 have to say it was not over 20 thousandths. It was  
24 less than that.  
25 Q So when you saw Mr. Bautista's reading of

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1 .040, and you participated in the check and got .033,  
2 did the fact that that was almost double the highest  
3 you had ever seen give you any concern?  
4 A I guess not at the time that I can -- I  
5 mean, I was convinced our reading was correct. And it  
6 was within limits. And to what extent I knew of, what  
7 my knowledge of the jackscrew was at that time, that  
8 was satisfactory.

9 Q Okay.

10 And I think -- just to be clear -- after  
11 you got your reading of .033, am I right that other  
12 than Mr. Hensel and Mr. Azbell, you didn't have any  
13 discussions with anybody else at your level or above  
14 on this whole subject of the end-play check?

15 MR. TOPEL: No. I thought he just told us  
16 he talked to Bautista.

17 THE WITNESS: I did have one short --

18 MR. RUSHING: Object.

19 MR. READ: I'm going to rephrase. I'm  
20 wrong. I'll start over.

21 Q MR. READ: Do you recall any more than  
22 what you have told us already about what you and  
23 Mr. Bautista discussed?

24 A No, sir.

25 Q Did Mr. Bautista express to you any concern

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1 discussions with Mr. Leotine --

2 A No, sir.

3 Q -- concerning this end-play check?

4 A No, sir, not that I'm aware of.

5 Q In your experience, did Alaska Airlines  
6 normally lubricate a part that had been scheduled for  
7 replacement?

8 MR. RUSHING: I know, Greg, you didn't ask  
9 this question, but it has been asked and it has been  
10 answered. Overly broad. Lacks foundation.

11 Go ahead and answer it.

12 THE WITNESS: Repeat the question.

13 Q MR. READ: In your experience, did the  
14 Oakland base normally lubricate a part that was  
15 scheduled for replacement?

16 A I don't know.

17 Q Had you ever seen that done before?

18 A No, sir.

19 Q Do you consider that unusual?

20 MR. RUSHING: Objection. Overly broad.  
21 Lacks foundation.

22 THE WITNESS: I, I don't know if I would  
23 consider it unusual or not. I really. I'd --

24 Q MR. READ: Did you know when you  
25 participated in the end-play recheck that the part had

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1 with the fact that you and Mr. Hensel and Mr. Azbell  
2 had gotten a different reading than he had got?

3 A No, other than a possible -- no, I don't  
4 even wanted to conjecture on that because I'm not  
5 positive.

6 Q Do you think that your discussion about the  
7 fact that the jackscrew assembly may be beyond limits  
8 before the next check occurred with Mr. Bautista?

9 A No, sir.

10 Q Okay.

11 Other than Mr. Bautista, did you have any  
12 discussions with anybody above you?

13 A Yes. I believe I stated I talked with  
14 Manny Diaz. And that was after Mr. Bautista I  
15 believe. The same day. I just covered that this  
16 morning.

17 Q I thought Mr. Diaz was a lead mechanic.

18 A No, Mr. Diaz is a supervisor. He's always  
19 been a supervisor since I have known him, I believe.

20 Q What did Mr. Diaz say?

21 A He took the information I conveyed to him  
22 and they went to the meeting room. To the best of my  
23 knowledge that was I think probably the last I ever  
24 heard about it up until the accident.

25 Q Am I correct that you, yourself, had no

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1 been lubricated since the first check?

2 A No, sir.

3 Q Do you have any knowledge as to whether  
4 lubrication can affect the readings on an end-play  
5 check?

6 A Not at that time I did not. Since then I  
7 have heard that it does. But I don't recall that I've  
8 ever been involved in one where it did.

9 MR. READ: Okay. Thanks.

10 MR. RUSHING: Do we have any estimate  
11 before we continue?

12 MR. TOPEL: Half an hour.

13 MR. RUSHING: Here's the question. We have  
14 two minutes until 12, and the case management order  
15 says we usually stop at 12.

16 MR. TOPEL: I'm willing to go on. I think  
17 it would really be very inconvenient for the witness  
18 to have him come back here at some point in the  
19 future.

20 MR. RUSHING: I couldn't agree more, except  
21 that if you have a half hour and Mr. Boyle has some  
22 time and there is maybe some other redirect  
23 examination, then I'm not sure how much longer it's  
24 going to go.

25 MR. BOYLE: Us together will be a half an

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1 hour.  
 2 MR. RUSHING: I assume you don't have  
 3 anything further, Steve?  
 4 MR. FRANKEL: Not at this time.  
 5 MR. RUSHING: Let's see how it goes.  
 6 MR. TOPEL: I really think we should try to  
 7 complete this rather than reschedule it.  
 8 MR. RUSHING: Lets go ahead. See how it  
 9 goes.  
 10  
 11 EXAMINATION  
 12  
 13 BY MR. TOPEL:  
 14 Q My name is Marc Topel. We met the other  
 15 day, but let me formerly introduce myself.  
 16 I represent the family of a passenger who  
 17 died on the aircraft. And collectively, Mr. Boyle and  
 18 I represent all of the families of people who died on  
 19 the aircraft who are still involved in this lawsuit on  
 20 behalf of what's called the Plaintiffs Steering  
 21 Committee. That's who we are.  
 22 A Okay.  
 23 Q You have told us that since the crash the  
 24 methods for testing the end-play on the jackscrews  
 25 have changed in a number of ways; that's correct, is

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1 It not sir?  
 2 A Yes, sir.  
 3 Q Now, there is a, basically in your  
 4 experience at Alaska when you do a test such as an  
 5 end-play check, you are doing that according to a task  
 6 card; isn't that right, sir?  
 7 A Correct.  
 8 Q And the task card, as far as you know,  
 9 comes from the maintenance manual; isn't that correct?  
 10 A That's correct.  
 11 Q And the maintenance manual is a document  
 12 that's provided by the manufacturer of the plane or  
 13 the part; isn't that correct?  
 14 A Correct.  
 15 Q Or both?  
 16 A Or both.  
 17 Q Right, sir.  
 18 In that case, that would be McDonnell  
 19 Douglas and/Boeing; isn't that right?  
 20 A Correct.  
 21 Q Would you open to 126, which is the task  
 22 card.  
 23 A (Complying)  
 24 Q Thank you.  
 25 That was followed back in 1997 for this

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1 end-play check. Do you see that sir?  
 2 A Yes, sir.  
 3 Q As far as you're aware, that came from the  
 4 maintenance manual; isn't that right?  
 5 A Yes, sir.  
 6 Q Now I want you to look in there first at  
 7 the, briefly look through it, and does it anywhere in  
 8 there say at this time that this test, the end-play  
 9 test, should be done before the part is lubricated?  
 10 Is there any advisement to you people at  
 11 Alaska Airlines that this test should be done before  
 12 lubrication?  
 13 A No, sir.  
 14 Q Now, you told us in response to -- I don't  
 15 even know who's questions, but it doesn't matter.  
 16 But you told us that now a change has been  
 17 made, that the part, the jackscrew assembly is now  
 18 lubed after the end-play check?  
 19 A That's correct.  
 20 Q And I take it it's fair for me to infer  
 21 from just the last answer you gave Mr. Read is that  
 22 the reason for that is that lubrication can affect the  
 23 reading on the end-play check?  
 24 A I believe so, yes.  
 25 Q And of course this rule of the road in

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1 doing end-play checks did not exist, as far as you  
 2 knew, back in 1997; isn't that correct?  
 3 A That's correct.  
 4 Q And based on what you know, Boeing had not  
 5 directed Alaska or McDonnell Douglas/Boeing had not  
 6 directed Alaska, do this check before you lube; isn't  
 7 that right?  
 8 MR. FRANKEL: Objection. No foundation.  
 9 Calls for speculation.  
 10 MR. TOPEL: You can answer the question.  
 11 THE WITNESS: Repeat the question please.  
 12 Q MR. TOPEL: As far as you know back in  
 13 September of 1997 -- And I'll slow down because we are  
 14 trying to get out of here and I have a tendency to go  
 15 quickly, so I am going to slow down.  
 16 Back in September-October 1997, at the time  
 17 this, the tests, the end-play tests that we have been  
 18 talking about were going on, as far as you know,  
 19 Boeing had not instructed Alaska to only do these  
 20 tests.  
 21 Let me ask the question again.  
 22 (Off-the-record Discussion held)  
 23 Q MR. TOPEL: In September-October 1997, as  
 24 far as you're aware, there was no directive from  
 25 Boeing to Alaska that end-play checks should only be

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1 done before lubrication occurred?  
 2 MR. FRANKEL: Objection. Calls for  
 3 speculation. No foundation.  
 4 Q MR. TOPEL: You can answer, sir.  
 5 A That's correct. I have no way of knowing.  
 6 Q And the tasking procedure as an inspector  
 7 at the time, your job was to make sure, for instance,  
 8 on an end-play procedure, that end-play test, that the  
 9 procedures set forth either in the task card or the  
 10 maintenance manual were followed; isn't that right?  
 11 A Yes, sir.  
 12 Q And you did your best to make sure they  
 13 were followed; isn't that right?  
 14 A That's correct.  
 15 Q But you yourself aren't the person who  
 16 termed what those steps should be; isn't that correct?  
 17 A That's correct.  
 18 Q And if in fact those steps were inadequate  
 19 to get a valid result, that wouldn't be something you  
 20 would be aware of; isn't that correct?  
 21 MR. FRANKEL: Objection. Calls for  
 22 speculation. It's vague, it's ambiguous. Improper  
 23 hypothetical.  
 24 Q MR. TOPEL: You can answer.  
 25 A That's correct.

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1 Q So, for instance, if you followed -- if you  
 2 had this nice 15-step testing procedure here and it  
 3 brought you to a result, but because of inherent flaws  
 4 in the procedure that result was not correct, you  
 5 would have no way of knowing that; would you?  
 6 MR. FRANKEL: Objection. No foundation.  
 7 Calls for speculation. It's argumentative.  
 8 THE WITNESS: I would assume that to be  
 9 true.  
 10 Q MR. TOPEL: All right, sir.  
 11 Now, let's go back to the issue of  
 12 lubrication.  
 13 You first -- you observed your test on the  
 14 second end-play check on the 30th of September; isn't  
 15 that right?  
 16 A Correct.  
 17 Q I want you to look at Exhibit 122.  
 18 A (Complying)  
 19 Q You testified yesterday and this morning  
 20 that you observed this and it didn't appear that there  
 21 had been a recent lubrication.  
 22 Do you see that?  
 23 Do you remember that testimony?  
 24 A Yes, sir.  
 25 Q Take a look at 122.

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1 This is a task cashed for lubrication of  
 2 elevator tabs and horizontal stabilizer; is it not?  
 3 A Yes, sir.  
 4 Q I want you to go down to the bottom. Our  
 5 copy is a little bit cut off, but we certainly can  
 6 make out what it is.  
 7 It has "all maintenance inspection items"  
 8 and there is a word, you only see half of it. I  
 9 believe it's "completed." Signed by somebody and  
 10 dated 9/28/97.  
 11 Do you see that?  
 12 A Yes, sir, that's correct.  
 13 Q Do you happen to recognize who signed off  
 14 on that?  
 15 Do you recognize that signature?  
 16 A It appears to be Jeff Goldbeck.  
 17 Q Who's Mr. Jeff Goldbeck?  
 18 A He was a production control individual at  
 19 the time.  
 20 Q It's production control's job, is it not,  
 21 to make sure that when they sign off at the bottom of  
 22 these task cards it indicates that the tasks have been  
 23 done; isn't that right?  
 24 MR. RUSHING: Objection.  
 25 THE WITNESS: To the best of my knowledge,

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1 It indicates that the paperwork has been finished and  
 2 is complete.  
 3 I don't believe they are signing off that  
 4 the job itself, that they are verifying that this job  
 5 has been completed. That's, the mechanic verified  
 6 that when he signed it.  
 7 Q MR. TOPEL: But it says "all maintenance  
 8 inspection items completed."  
 9 If the word "completed" is what I think it  
 10 is right there. It doesn't say paperwork completed.  
 11 It says "all maintenance and inspection items  
 12 completed;" does it not?  
 13 A Yes, sir, that's what it says.  
 14 Q And lubrication is a maintenance item;  
 15 isn't it?  
 16 A Yes, sir.  
 17 Q So am I misreading it when I read this to  
 18 say that by the 28th of September this part had been  
 19 lubricated?  
 20 A Yes, that's when the card was cleared on  
 21 the 28th. And the fact that it was marked as  
 22 completed would tell me that the individual that  
 23 signed it off had lubricated it. And I would assume  
 24 by looking at this that was the 28th, yes.  
 25 Q Yes, sir. And that was two days before you

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1 first saw this part; isn't that right?  
 2 A That's correct.  
 3 Q And also if you would look at Exhibit 130,  
 4 that indicates that the first end-play check, the one  
 5 done by Inspector Bautista and mechanic Balabat  
 6 occurred on the 27th; isn't that right?  
 7 A I would assume that's true as the MIG was  
 8 written on the 27th, yes.  
 9 Q And the MIG wouldn't have been written  
 10 before the check? The MIG had to be written after the  
 11 check, isn't that --  
 12 A Yes, sir.  
 13 Q Okay.  
 14 And once again, as far as you're aware,  
 15 there had been no advisory from the Boeing Company or  
 16 the McDonnell Douglas Company that if you lubed  
 17 between tests or if you lubed before an end-play test  
 18 that it could affect the results?  
 19 MR. FRANKEL: Objection. No foundation.  
 20 Calls for speculation.  
 21 Q MR. TOPEL: That's correct, is not, sir?  
 22 A That's correct.  
 23 Q Let's go to another change.  
 24 That is the change that had to do with the  
 25 taking out any discretion that had to do with torque.

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1 The amount of torque; inch pressure put on the  
 2 torquing wrench to put pressure to test end-play.  
 3 A Yes, sir.  
 4 Q All right.  
 5 That discretion existed, did it not, back  
 6 in September of 1997?  
 7 A Yes.  
 8 Q And we know it existed because we have the  
 9 task card? Go back to 126.  
 10 A Correct.  
 11 Q And as far as you're aware, that was the  
 12 procedures that were set out in the maintenance  
 13 manual; isn't that correct?  
 14 A That's correct.  
 15 Q So that the manufacturer is telling you,  
 16 Alaska Airlines, that you don't have to necessarily  
 17 use the same amount of torque pressure to do the test  
 18 from one time to another; isn't that correct?  
 19 MR. FRANKEL: Objection. No foundation.  
 20 Calls for speculation.  
 21 Q MR. TOPEL: You can answer.  
 22 A The way I personally understand from my  
 23 training was that when you're given a torque limit you  
 24 go halfway in between the torque and that's what you  
 25 use. That's a standard procedure.

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1 Q Do you know whether or not --  
 2 THE REPORTER: I didn't get the end.  
 3 A Mid-range of torque.  
 4 Q MR. TOPEL: Do you know whether that was  
 5 done on your second check? Do you remember that?  
 6 A To the best of my --  
 7 MR. FRANKEL: Asked and answered.  
 8 THE WITNESS: To the best of my knowledge,  
 9 it was set at 275 inch pounds.  
 10 Q MR. TOPEL: All right.  
 11 In any event, that is no longer the case;  
 12 is it?  
 13 A No, sir.  
 14 Q Right now you don't have any discretion  
 15 about it?  
 16 A No, sir.  
 17 Q Do you know why it was written to give a  
 18 discretion?  
 19 MR. FRANKEL: Objection. No foundation.  
 20 Calls for speculation.  
 21 THE WITNESS: No, sir, I have no idea.  
 22 Q MR. TOPEL: Doesn't it -- wouldn't it  
 23 appear that -- well, strike that.  
 24 In any event, there were other changes  
 25 after the crash; isn't that correct?

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1 A Yes, sir.  
 2 Q You talked about a restraining tool that  
 3 allowed you to see the ends of the threads?  
 4 A Correct.  
 5 Q Does that make any sense?  
 6 A Correct. That's a Douglas part, yes.  
 7 That's a Douglas restraining fixture I believe.  
 8 Q And that Douglas restraining fixture, when  
 9 was the first time you saw that fixture?  
 10 A I couldn't put a date on it.  
 11 Q Was it before or after the crash?  
 12 A It was before I did this check.  
 13 MR. RUSHING: Referring to Exhibit 130?  
 14 THE WITNESS: Referring yeah -- before the  
 15 30th. Before we did that check, I had seen that tool  
 16 before.  
 17 Q MR. TOPEL: Was that the restraining  
 18 fixture that was used during your test; if you  
 19 remember?  
 20 MR. RUSHING: Objection. Asked and  
 21 answered.  
 22 THE WITNESS: Yes, sir.  
 23 Q MR. TOPEL: Has there been a change in  
 24 that fixture since the crash?  
 25 A No, sir.

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1 I think we've got four or five of them.  
 2 And I believe they are all the same fixture now.  
 3 Q Was there ever a fixture that didn't allow  
 4 you to see the end-play threads -- I mean the threads?  
 5 A Yes, sir.  
 6 Q When was that used?  
 7 A It was -- I can't recall specific months.  
 8 It was after the crash. We only had one and we had so  
 9 many to do. We had one fixture that I recall. And  
 10 there were so many to do.  
 11 Then I don't know if it was perhaps in  
 12 between a time when we went from one to more. There  
 13 was some other fixtures made. And they did not have  
 14 the visible threads. And I remember one of 'em we  
 15 had, we got one of them I remember we turned back  
 16 because the threads were too short.  
 17 Q Turned back to whom?  
 18 A Well, it was turned into stores as  
 19 unusable. Where it went from there, I don't know.  
 20 Q I want you to go back to 126 to the part  
 21 where it says what the allowable limits were.  
 22 A (Complying)  
 23 Q That is "between .003 and .040."  
 24 A Yes, sir.  
 25 Q Do you see that step?

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1 A Yes.  
 2 Q Is there any instruction to you about what  
 3 you should do if you find the end-play to be, let's  
 4 say, over .030?  
 5 A No, sir.  
 6 Q Is there any instruction as to what the  
 7 frequency of subsequent inspections should be if you  
 8 find it at any point above .030?  
 9 A No, sir.  
 10 Q Is there any instructions given, as far as  
 11 you're aware, on that task card first, as to what the,  
 12 what you should do if you find it at .040 in concern  
 13 to subsequent inspections for the frequency of  
 14 subsequent inspections?  
 15 A No, sir.  
 16 Q I take it, sir, that that's equally true --  
 17 you're looking at the task card -- as far as you know,  
 18 equally through of the maintenance manual; isn't that  
 19 correct?  
 20 A That's correct.  
 21 Q And again, is it not correct that the  
 22 maintenance manual is a manual that is provided by the  
 23 manufacturer of the airplane?  
 24 MR. FRANKEL: Objection. No foundation.  
 25 Q MR. TOPEL: If you know.

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1 A To the best of my knowledge, yes sir.  
 2 Q Now, it's obvious, is it not, you're aware  
 3 from inspecting jackscrews that they wear with flight  
 4 of the airplane?  
 5 A Yes, sir.  
 6 Q It's not something that is the longer the  
 7 plane flies the more wear you're going to get on that  
 8 part; isn't that correct?  
 9 A That's true.  
 10 Q And you were doing a C-check on an active  
 11 airplane. This airplane was going back into service;  
 12 was it not?  
 13 A Correct.  
 14 Q And if --  
 15 What did you understand to be the maximum  
 16 allowable end-play limit at this time?  
 17 A Forty thousandths.  
 18 Q And when you measured the -- you have  
 19 either 40 thousandths or .33.  
 20 It was obvious, was it not, that at some  
 21 point in the relatively near future this part was  
 22 going to go out of spec; isn't that right?  
 23 MR. RUSHING: Let me object. The question  
 24 misstates the testimony. I think you said ".33" and  
 25 you meant .033 inches.

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1 MR. TOPEL: That's correct. Thank you,  
 2 Don.  
 3 THE WITNESS: At some point in time the  
 4 part will wear, yes.  
 5 Q MR. TOPEL: And you also were aware, were  
 6 you not or -- strike that.  
 7 Do you know whether or not Boeing  
 8 Corporation at this time was aware of what the  
 9 scheduled, what Alaska's scheduled maintenance or  
 10 C-check frequency was?  
 11 MR. FRANKEL: Objection. No foundation.  
 12 Calls for speculation.  
 13 MR. TOPEL: I'm asking if he knows.  
 14 MR. FRANKEL: That's not what your question  
 15 was.  
 16 Q MR. TOPEL: Do you know whether they --  
 17 they being Boeing -- were aware of Alaska's practice  
 18 and frequency of checking of doing C-checks on the  
 19 MD-80 airplanes?  
 20 MR. FRANKEL: Same objection. Calls for  
 21 speculation. No foundation.  
 22 THE WITNESS: I'm -- As far as I know,  
 23 manufacturers and FAA have to buy off on all the  
 24 pertinent changes to their aircraft.  
 25 Q MR. TOPEL: When you say they have --

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1 A Or checks as it should be. Changes is  
2 incorrect.  
3 MR. TOPEL: I'm sorry you have a very low  
4 voice. And I talk fast. Could you repeat that.  
5 THE WITNESS: As far as I'm aware, anything  
6 done outside of the maintenance manual that's written,  
7 like for ours, is all approved by manufacturers and  
8 the FAA as far as I'm aware of.  
9 Q MR. TOPEL: Such things as frequency --  
10 A To the best of my knowledge.  
11 Q -- frequency of inspections, et cetera, et  
12 cetera?  
13 A Correct.  
14 If I may, I know frequencies have changed  
15 over periods of time on these checks.  
16 Q Do you know how many hours, do you happen  
17 to know how many hours, flight hours, this particular  
18 963 had at the time of this C-check?  
19 A No, sir, I don't.  
20 Q Do you happen to know, based on your  
21 experience with Alaska Airlines, what the average  
22 monthly flight hours were or are for MD-80 aircraft?  
23 Or yearly? Whatever the appropriate --  
24 A No. I think I believe I have looked it up  
25 before and tried -- We have a general figure, but I

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1 can't remember what that is.  
2 Q Let me go back to one other aspect of the  
3 post-crash.  
4 Another change that's happened to the  
5 end-play test now involves restraining both the  
6 jackscrew and the Acme nut; isn't that correct?  
7 A That's correct. I believe that is still, I  
8 believe the restraint on the nut is still there. I'm  
9 not positive on that.  
10 Q But that is different than the procedure  
11 before the crash; is it not?  
12 It's a change?  
13 A Yes, that's correct.  
14 Q Do you know who, as between Alaska aircraft  
15 and Boeing Company, mandated that change?  
16 A No, sir.  
17 Q As to any of the changes that have happened  
18 post-crash, do you know as between Boeing and Alaska  
19 who it was that mandated those changes?  
20 A No, sir.  
21 MR. TOPEL: That's all the questions I  
22 have. Thank you.  
23 MR. RUSHING: Anything further from anybody  
24 briefly?  
25 MR. TOPEL: Mr. Boyle says he has a couple.

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1  
2 EXAMINATION  
3  
4 BY MR. BOYLE:  
5 Q Mr. Minette, I just have a couple of  
6 follow up questions on the questions that Mr. Topel  
7 just asked you.  
8 A Yes, sir.  
9 Q Previously, Mr. Balabat testified that  
10 Boeing and McDonnell Douglas conducted some vendor  
11 training courses.  
12 Are you aware of these vendor training  
13 courses?  
14 A No, sir.  
15 Q Specifically, he said there was a vendor  
16 training course put on by Boeing in how to lubricate  
17 wing slats.  
18 Have you heard of that course?  
19 A I believe there was some. But I don't  
20 recall exactly what the courses.  
21 I know there was a, I believe they had a  
22 course on rigging slats.  
23 Q Did you ever attend?  
24 A No, I have not attended any of those.  
25 Q Do you know if Boeing/McDonnell Douglas

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1 conducted a vendor training course on running end-play  
2 checks?  
3 A No, sir, I don't know.  
4 Q So you never attended a course put on by  
5 Boeing or McDonnell Douglas --  
6 A No.  
7 Q In September of 1997 did you know that the  
8 placement of the dial indicator could affect the  
9 results of an end-play check?  
10 A I don't recall specifically in relationship  
11 to September. That's the hard part is trying to  
12 differentiate what he have learned since, what I knew  
13 before.  
14 Q Do you know that now?  
15 A Well, I know that the placement of it can  
16 affect it. I know if you allow it to shift from side  
17 to side, it will change; if you just allow a slight  
18 shift in it. It has to be quite rigid in order to get  
19 the proper setting.  
20 Q Okay. With reference to Exhibit 126, which  
21 is the task card, anywhere on that task card does it  
22 warn you that the placement of the dial indicator can  
23 affect the results of the end-play check?  
24 A No, sir.  
25 Q Would you like to know that?

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1 MR. FRANKEL: Objection. Calls for  
2 speculation. No foundation.  
3 THE WITNESS: Yes, you would want to know  
4 it. But I don't, at this particular time I don't know  
5 that I didn't already know it, you know, if you  
6 understand what I'm saying.  
7 Q MR. BOYLE: I do.  
8 But you were not formally informed of that?  
9 You might have figured that out on your own; correct?  
10 A Correct.  
11 Q And this is my last little line of  
12 questioning.  
13 In September of 1997 were you aware that  
14 the presence of contaminants or shavings in the gimbal  
15 nut could affect the results of the end-play check?  
16 A No, sir, I was not aware that that was an  
17 applicable item at that time.  
18 Q Are you aware of that today?  
19 A Yes.  
20 Q Again referring to Exhibit 126, does it say  
21 anywhere on that document that the presence of such  
22 contaminants can affect the end-play check?  
23 A No, sir.  
24 Q Again, would you have liked to know that?  
25 A Yes, sir.

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1 you inspected on September 30th, with any restraining  
2 tools that were in Alaska's possession after the  
3 crash?  
4 Did you ever take the one that was there  
5 back in September of '97 and compare it to one that  
6 looked like the same tool after the crash?  
7 A No, sir, I've never compared them.  
8 Q You don't know as you sit here today  
9 whether the restraining tool that had the threads  
10 visible back in September of 1997 was the same tool  
11 that you described that you're using today to do  
12 end-play checks?  
13 MR. RUSHING: Objection. Vague. Misstates  
14 the witness' testimony.  
15 Q MR. FRANKEL: Is that right?  
16 A I believe I stated that I think that tool  
17 is still there. Although I don't know the serial  
18 number that's on it, so I couldn't verify it.  
19 Q If you look at Exhibit 126, is the serial  
20 number of that restraining fixture reflected under  
21 "materials and tools" on Exhibit 126?  
22 A No, sir.  
23 Q What is that the number that's reflected  
24 there?  
25 A At the top of the page, that's the Alaska

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1 Q With respect to all of the changes that you  
2 and Mr. Topel were talking about, would it have been  
3 helpful to you in September of 1997 if you knew that  
4 information?  
5 MR. FRANKEL: Objection. Calls for  
6 speculation. No foundation.  
7 MR. RUSHING: Also compound. Go ahead.  
8 THE WITNESS: Looking at the difference in  
9 the checks, I would have to say yes from what we do  
10 currently to what was then.  
11 MR. BOYLE: That's all I have. Thanks.  
12 MR. FRANKEL: I have a few more questions.  
13  
14 EXAMINATION  
15  
16 Q MR. FRANKEL: Mr. Minnette, with respect  
17 to the restraining tool, I want to focus back on the  
18 one restraining tool that you said was on location in  
19 the Hangar 6 facility of Alaska Airlines back in the  
20 October/September 1997 time period.  
21 Do you have that in mind?  
22 A Yes, sir.  
23 Q And I want you to tell me whether you were  
24 able ever to compare the tool that existed at the time  
25 you performed your end-play check, the second one that

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1 part number and the Douglas part number, I believe.  
2 Q Okay.  
3 And in order to know whether or not the  
4 restraining fixture that was used to perform this  
5 end-play check, the second end-play check that you  
6 participated in, there is a separate serial number on  
7 that part?  
8 A Yes. I believe they are serialized.  
9 Q But there was only one in the Alaska  
10 facility at that time?  
11 A To the best of my knowledge, yes.  
12 Q Is there a record kept anywhere of what  
13 that serial number was?  
14 A I don't know.  
15 Q So you don't know how we could find out  
16 what the serial number was of the restraining fixture  
17 that was used back in September of 1997 to do both  
18 end-play checks in this, on Aircraft 9637?  
19 A I don't know if stores would have that  
20 information or not.  
21 Q Okay.  
22 But you've never compared the one  
23 restraining fixture that existed back in  
24 September-October 1997 at the Alaska facility to any  
25 other restraining fixture that you now have on site at

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1 the Alaska facility to determine whether in fact they  
 2 are the same?  
 3 MR. RUSHING: Objection. Asked and  
 4 answered.  
 5 THE WITNESS: No, sir, I haven't.  
 6 Q MR. FRANKEL: Now, throughout the time  
 7 that you have been at Alaska Airlines in your capacity  
 8 both as a mechanic, lead mechanic, Inspector and  
 9 Inspector supervisor, have you ever had any  
 10 communications directly with either -- verbally or in  
 11 writing -- from anyone at Boeing or McDonnell Douglas?  
 12 A No, sir.  
 13 Q All the communications that you receive,  
 14 whether verbally or in writing in terms of how you  
 15 perform your job, came from Alaska Airlines; isn't  
 16 that correct?  
 17 A That's correct.  
 18 Q In terms of performing end-play checks and  
 19 inspecting end-play checks, your directions how to do  
 20 that came from Alaska Airlines; right?  
 21 A That's correct.  
 22 MR. FRANKEL: No further questions at this  
 23 time.  
 24 MR. RUSHING: Let's go off the record.  
 25 Can we use the same stipulations?

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1 MR. FRANKEL: Just, are you prepared to  
 2 keep custody of the original transcript and make it  
 3 available to the parties upon reasonable notice?  
 4 MR. RUSHING: Right.  
 5 MR. FRANKEL: If it's for some reason not  
 6 available, the original transcript, we can stipulate  
 7 that a certified copy can be used in its stead?  
 8 MR. RUSHING: As if it's a signed original?  
 9 MR. FRANKEL: Yes.  
 10 MR. RUSHING: Correct.  
 11 I think that's the standard stipulation we  
 12 have been using all the way along.  
 13 (Ending time: 12:28 p.m.)  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

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1 MR. FRANKEL: Same stipulations.  
 2 MR. RUSHING: Let's go off the record.  
 3 THE VIDEOGRAPHER: This concludes the  
 4 session in the deposition of Michael Minnette, day  
 5 two, on July 12, 2002. We are off the record at 12:28  
 6 p.m.  
 7 MR. FRANKEL: With respect to this  
 8 transcript, I would be prepared to stipulate that the  
 9 court reporter be relieved of her obligations under  
 10 the federal rules; that the original be sent to  
 11 Mr. Rushing and that Mr. Rushing make arrangements  
 12 with the witness to sign it under penalty of perjury,  
 13 with the requirement of any notary being waived.  
 14 MR. RUSHING: That's fine. 45 days from  
 15 first being received?  
 16 MR. FRANKEL: How about 30?  
 17 MR. RUSHING: Thirty is probably going to  
 18 do.  
 19 MR. FRANKEL: You'll maintain custody of  
 20 the original transcript and notify us within 30 days  
 21 whether there have been any changes to any of the  
 22 testimony Mr. Minnette's given to us. And if we are  
 23 not so notified we'll assume that it's been reviewed  
 24 and no changes have been made.  
 25 MR. RUSHING: That's fine.

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1 STATE OF ( \_\_\_\_\_ )  
 2 ) ss.  
 3 COUNTY OF ( \_\_\_\_\_ )  
 4  
 5  
 6  
 7 I, the undersigned, declare under penalty  
 8 of perjury that I have read the foregoing transcript,  
 9 and I have made any corrections, additions, or  
 10 deletions that I was desirous of making; that the  
 11 foregoing is a true and correct transcript of my  
 12 testimony contained therein.  
 13 Executed this \_\_\_\_\_ day of \_\_\_\_\_, 2002,  
 14 at  
 15  
 16  
 17  
 18  
 19  
 20 MICHAEL MINNETTE  
 21  
 22  
 23  
 24  
 25

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Michael Minette - July 12, 2002 (Volume II)

<p>1 STATE OF CALIFORNIA ) 2 3 COUNTY OF SAN FRANCISCO ) 4 I, JAN W. SERRA, CSR No. 8207, Certified 5 Shorthand Reporter, certify: 6 That the foregoing proceedings were taken 7 before me at the time and place therein set forth, at 8 which time the witness was put under oath by me; 9 That the testimony of the witness and all 10 objections made at the time of the examination were 11 recorded stenographically by me and were thereafter 12 transcribed; 13 That the foregoing is a true and correct 14 transcript of my shorthand notes so taken. 15 I further certify that I am not a relative 16 or employee of any attorney or of any of the parties, 17 nor financially interested in the action. 18 I declare under the penalty of perjury 19 under the laws of the State of California that the 20 foregoing is true and correct. 21 Dated this July 20, 2002. 22 23 24 _____ 25 Certified Shorthand Reporter</p> <p>Page 202</p>	
<p>1 REPORTER'S CERTIFICATION OF CERTIFIED COPY 2 3 4 5 I, JAN W. SERRA, CSR No. 8207, Certified 6 Shorthand Reporter in the state of California certify 7 that the foregoing pages 77 through 202 constitute a 8 true and correct copy of the original deposition, 9 Volume II, of MICHAEL MINNETTE, taken on July 12, 10 2002. 11 I declare under penalty of perjury under 12 the laws of the state of California that the foregoing 13 is true and correct. 14 Dated this July 20, 2002. 15 16 17 _____ 18 JAN W. SERRA, C.S.R. No. 8207 19 20 21 22 23 24 25</p> <p>Page 203</p>	



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