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, CALIFORNIA, ON JANUARY 31, 2000.) 5 Case No. 6 00-1343 CRB 7 8 9 10 11 12 13 14 15 VOLUME I - DEPOSITION OF 16 MICHAEL MINNETTE 17 JULY 11, 2002 18 SAN FRANCISCO, CALIFORNIA 19 20 21 ATKINSON-BAKER, INC. COURT REPORTERS 22 5 Third Street, Suite 625 San Francisco, California 94103 23 (415) 284-6930 REPORTED BY: JAN W. SERRA, CSR NO. 8207 24 25 FILE NO.: 9C049B2 Page 1 Atkinson-Baker, Inc. 1-800-288-3376

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Michael Minette - July 11, 2002 (Volume I) UNITED STATES DISTRICT COURT **MENDES & MOUNT** 1 1 NORTHERN DISTRICT OF CALIFORNIA 2 BY: CHRISTOPHER S. HICKEY, ESO. 3 725 South Figueroa Street 2 IN RE AIR CRASH OFF POINT MUGU,) 4 19th Floor CALIFORNIA, ON JANUARY 31, 2000.) Los Angeles, California 90017-5419 5 (213)955-7700 Case No. 00-1343 CRB 6 ALSO PRESENT: PATTY GOUTHRO, VIDEOGRAPHER 5 6 7 7 8 8 9 9 10 10 11 11 12 12 13 13 14 14 15 15 Volume I deposition of MICHAEL MINNETTE, 16 16 taken on behalf of the Defendants, at 685 Market Street, Sixth Floor, San Francisco, California 94105, commencing at 3:31 p.m., Thursday, July 11, 2002, 17 17 18 18 19 before Jan W. Serra, CSR 8207. 19 20 20 21 21 22 23 22 23 24 24 25 25 Page 2 Page 4 A P P E A R A N C E S APPEARANCES OF COURSEL FOR RUADITIFS: GREENE, BROILLET, PANISH & WHEELER LLP BY: RCVIN R. BOYLE, ESQ. 100 Wishing Boulcyard INDEX WITNESS: MICHAEL MINNETTE 2 3 4 PAGE 3 EXAMINATION BY MR. FRANKEL 4 EXHIBITS: 5 5 Twenty First Floor Santa Monica, California 90401-2131 (310)576-1200 PLAINTIFFS' 6 ŝ NUMBER DESCRIPTION 6 PAGE (None) 7 DEFENDANTS' FOR DEFENDANTS' THE BOEING COMPANY AND 8 MCDONNELL DOUGLAS: SOMNENSCHEIN, NATH AND ROSENTHAL BY: STEVEN N. FRANKEL, ESQ. NUMBER DESCRIPTION PAGE 9 165 - Mr. Minnette's interview before the National Transportation Safety Board on February 16th, 2000 72 685 Market Street San Francisco, California 94105 (415)682-2410 10 10 11 SONNENSCHEIN, NATH AND ROSENTHAL BY: MICHAEL D. HULTQUIST, ESQ. 11 ü WITNESS INSTRUCTED NOT TO ANSWER: 12 14 6000 Sears To (None) 233 South Wacker Drive 13 15 Chicago, Illinois 60606 (312)876-2377 INFORMATION TO BE SUPPLIED: 14 FOR DEFENDANTS ALASKA AIRLINES AND THE WITNESS: 17 GRAY CARY BY: DON RUSHING, ESQ. 4365 Executive Drive (None) 15 16 17 19 Suite 1100 San Diego, California 92121-2133 (858)638-6932 20 18 19 20 21 22 23 FOR DEFENDANT SHELL OIL COMPANY 22 SEDGWICK, DETERT, MORAN & ARNOLD BY: MARY LIDDY, ESQ. One Embarcadero Center 23 24 16th Floor San Francisco, California 94111-3628 24 25 25 (415)781-7900 Page 3 Page 5

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2 (Pages 2 to 5)

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1	THE VIDEOGRAPHER: This begins the video	1	Flight 621.
	tape deposition of Michael Minnette taken on behalf	2	Do you understand this afternoon, sir, that
_		3	
3	of the defendant the Boeing Company and McDonnell	-	you are here to provide testimony under oath in what's
4	Douglas Corporation. In the matter of In Re Alrcrash	4	called a deposition?
5	near Point Mugu on January 31, 2000.	5	A Yes, sir.
6	This case is venued in the United States	6	Q Have you had your deposition taken before?
		1 7	A No, sir.
7	District Court, Northern District of California. The	-	
8	MDL docket number is 00-1343-CRB.	8	Q Let me try to go over some basic ground
9	This deposition is being held at 685	9	rules to make sure that you understand the process and -
10	Market Street, in San Francisco, California on	1 10	that we can communicate effectively here this
11	July 11, 2000. The video operator is Missy Fortunato	11	afternoon.
		12	It's important in connection with
12	of PES Video Service, main office in Fresno,		
13	California. The court reporter is Jan Serra of	13	responding to my questions as well as the questions of
14	Atkinson-Baker Court Reporters located in Glendale,	14	other counsel seated around the table that you answer
15	California. We are going on the record at	15	each question with a yes or a no or with whatever the
16	approximately 3:31 p.m.	16	question may call for. And simply nodding your head
17	Will counsel please state their appearances	17	or shaking your head is not appropriate.
18	for the record.	18	Do you understand that?
19	MR. FRANKEL: Steve Frankel on behalf of	19	A Yes, sir.
20	defendants the Boeing Company and McDonnell Douglas	20	Q Now, in connection with my questions, if at
21	Corporation.	21	any point in time you don't understand a question that
22	MR. HULTQUIST: Michael Hultquist on behalf	22	I pose to you or would like it repeated or rephrased,
23	of the Boeing Company and McDonnell Douglas	23	please ask me to do that and TU be happy or ask the
		24	• • • • •
24	Corporation.		court reporter to read back what I asked you.
25	MR. BOYLE: Kevin Boyle on behalf of	25	Will you do that?
	Page 6		Page 8
1	, 0		
1 2	various plaintiffs and the Plaintiffs' Steering Committee.	1 2	A Yes, sir. Q If you do answer my question I'm going to
	•	1	
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	Committee. MR. RUSHING: Good afternoon. Don Rushing, on behalf of Alaska Airlines. MR. HICKEY: Christopher Hickey, for Equilon. MS. LIDDY: Mary Liddy, on behalf of the Shell Oil Company. THE VIDEOGRAPHER: And will the court reporter please swear in the witness. MICHAEL MINNETTE, having first been duly affirmed, was examined and testified as follows: EXAMINATION BY MR. FRANKEL: Q Would you please state your name for the record.	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	Q If you do answer my question I'm going to assume that you understood it. Is that fair? A Yes, sir. Q Now, if at any point during the proceedings here you would like to take a break, please let me know and we will take a recess and go off the record so long as there is not a question pending to you at the time. Do you understand that? A Yes. Q Now, at the conclusion of these proceedings the court reporter will prepare a transcript of my questions and your answers as well as the questions and answers that may be, the questions that may be propounded by other counsel seated around the table and your answers to those questions. Do you understand that? A Yes.
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1	Q Do you understand that you'll have the	1	Q How long have you been the lead inspector
2	opportunity to make changes to the answers that you 🐭	2	on the graveyard shift?
3	give here today in connection with that review?	3	A Since 2000.
4	A Yes, str.	4	Q Any particular time in 20007
5	Q If you make a substantive change in one of	5	A I'm not positive of the month. I believe
6	your answers from changing a yes to a no or otherwise	6	it was April.
7	changing the substance of your answers, do you	7	Q You are stationed at the Oakland Hangar 6
8	understand that I, together with the other counsel	8	facility of Alaska Airlines?
9	seated around the table here, may be able to comment	9	A That's correct.
10	upon that at the time of trial and the reasons for	10	Q Let's go back to the time that you were
1 ii	those changes?	11	hired by Alaska in December I think you said of 1989;
12	A Yes, sir.	12	is that right?
13	MR. RUSHING: Mr. Minnette, I'm going to	13	A Correct.
14	ask you to keep your voice up, if you will, so that	14	Q What position did you start out at when you
	the court report can hear what you're saying okay.	15	were hired for Alaska Airlines?
15			
16	THE WITNESS: Okay.	16	A 1 started out as a sheet metal mechanic.
17	MR. RUSHING: I know it's tempting to be	17	Q Approximately how long did you hold that
18	soft-spoken since you're right across the table from	18	position?
19	Mr. Frankel, but it's going to make her life a lot	19	A I held that position until 1990. I become
20	easier If you could, okay.	20	a lead sheet metal mechanic on the swing shift.
21	THE WITNESS: Okay.	21	Q How long did you hold the lead sheet metal
22	MR. RUSHING: Excuse the interruption.	22	mechanic position?
23	Q MR. FRANKEL: In responding to my	23	A Until I became an inspector.
24	questions and the questions of other counsel we are	24	Q When was that?
25	Interested in getting your personal recollections,	25	A 1995.
· ·			•
	Page 10		Page 12
	knowledge, not your speculation or guesses.	1	Q You were an inspector for Alaska Airlines
2.		2	for what period of time?
3	call for you to speculate or guess in responding to	3	Were you an inspector up until the time you
4			
	the question, would you please so state in responding	4	became a lead inspector in April of, in April of 2000?
5	the question, would you please so state in responding to the question?	4	became a lead inspector in April of, in April of 2000? A Yes, sir.
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4 (Pages 10 to 13)

1			
	Miniscribe Corporation In Longmont, Colorado as a	1	Q Is the first time that you had any
2	technician working on hard disk drives.	2	involvement with MD-80 aircraft when you joined Alaska
3	M-i-n-i-s-c-r-i-b-e.	3	in December of 19897
4	Prior to that I was unemployed going to	4	A That's correct.
5	school as an electronic technician and to get my	5	Q Had you performed any maintenance on any
6	A and P license. That was from mid-1982 until I	. 6	other Boeing or McDonnell Douglas fixed-wing aircraft
7	started with Pioneer, which was the end of '84.	7	In any of your prior positions?
8	Prior to that I was an air traffic	8	A Yes, str.
-	controller for the FAA from December take that	9	Q Which alrcraft?
9		10	-
10	back from October of '74 until August 3rd of 1981.		A DC10, DC8s.
11	Q You were an air traffic controller at what	11	Q Any others?
12	facility?	12	A Not that I can remember.
13	A Denver Center, Longmont, Colorado.	13	Q Do you know what a jackscrew assembly on a
14	Q Have you ever served in the Army forces?	14	horizontal stabilizer is?
15	A Yes, sir. From 19, June of '67 till	15	A Yes, sir.
16	December of '73 I was in the Air Force as an air	16	Q What is your understanding of what it is?
17	traffic controller.	17	A It's an assembly that moves the, basically
18	Q Any other positions that you have held in	18	trims the nose of the aircraft in an up or down
19	connection with aircraft maintenance that you haven't	19	configuration for ease of flight.
20	previously described?	20	Q In any of your prior positions had you ever
21	A I worked, I did work some part-time while	21	performed any maintenance on any jackscrew assembly
22	with Alaska. I'm not current on the years for	22	component on any aircraft?
23	part-time for Flying Vikings in Hayward, working small	23	A No, sir.
24	aircraft in maintenance.	24	Q Apart from your A and P license, do you
25	Q You told us that you at some point in the	25	hold any other license or certifications?
25	V Tou will us blac you ac some point in the		nord any acticl accuse of Certificationst
	Page 14		Page 16
		I	
1	1980's received an A and P license; is that correct?	1	
2	A That's correct.	2	license.
3	Q Do you recall what year you obtained your	3	Q Any other licenses?
- 4	license?	4	A No, sir.
5	A My license is dated January of 1985.		
<u>e</u>		5	Q In connection with your deposition here
6	Q Does it remain in force and effect today?	6	Q In connection with your deposition here today, did you view any documents in preparation for
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		6	today, did you view any documents in preparation for
7	A Yes, sir. Q Has that ever been revoked or suspended?	6 7	today, did you view any documents in preparation for it? A I have seen copies of the work card.
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5 (Pages 14 to 17)

1	your deposition here today?	1	A Well, I mean there is always talk around
2	A I met with my lawyers.	2	the hangar amongst employees. Other than that, no
3	Q When did you first meet with any lawyers	3	sir.
4	concerning your deposition?	4	Q Other than talk amongst employees at the
5	A Two days ago.	5	hangar, I take it that you've never been interviewed
6	Q Who did you meet with?	6	separately other than by NTSB representatives and what
7	A I met with Don and Mike. Mike Kerns.	7	brings you here today; is that correct?
8	Q Mike Kerns?	8	A That's correct.
9	A Yes.	['] 9	I would like to add that I did meet with
10	Q Was anyone else present for that meeting	10	other lawyers in between. But that was all. There
11	other than Mr. Rushing and Mr. Kerns?	11	was no formal goings on after that or anything until I
12	A No, sir.	12	got notice that there may be a deposition.
13	Q Did you review any documents other than the	13	Q When you say you met with other lawyers in
14	task card that you previously described and the	14	between, are you, is it your testimony that you had
15	statement before the NTSB at that meeting?	15	meetings with lawyers for Alaska Airlines?
16	A Yes. I did see a copy of the MIG-4 for	16	A Yes.
17	that.	17	Q Sometime after your NTSB interview and
18	Q This meeting took place this past Tuesday?	18	before you had the meeting with Mr. Kerns and
19	A Correct.	19	Mr. Rushing this past Tuesday?
20	Q Where did the meeting take place?	20	A That's correct.
21	A At a hotel down the street. Four Seasons I	21	Q About how many of those meetings?
22	believe.	22	A Just one.
23	Q About how long did it last?	23	Q Did that take place sometime in 2000, or
24	A Two and a half hours.	24	was it more recent?
25	Q Prior to that meeting had you met with	25	A It had to be I guess at least a year ago or
		ļ	
	Page 18		Page 20
}	•	1	
•		1	
1	anyone else concerning your deposition here today?	1	more. I don't recollect the exact time, the time
1 2	anyone else concerning your deposition here today? A No, sir.	1 2	more. I don't recollect the exact time, the time frame.
1	A No, sir. Q Now, you mentioned that you gave a		-
2	A No, sir.	2	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents?
2 3	A No, sir. Q Now, you mentioned that you gave a	2 3	frame. Q Do you recall whether, in connection with
2 3 4	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters	2 3 4	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents?
2 3 4 5	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska	2 3 4 5	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall.
2 3 4 5 6	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 261?	2 3 4 5 6	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last?
2 3 4 5 6 7	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 2617 A That's correct.	2 3 4 5 6 7	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last? A Two hours. Maybe three. Q Did that take place at the Oakland hangar? A No, sir. That was here in San Francisco.
2 3 4 5 6 7 8	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 2617 A That's correct. Q You did that sometime in or about February	2345678	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last? A Two hours. Maybe three. Q Did that take place at the Oakland hangar? A No, sir. That was here in San Francisco. Q At a lawyer's office or some other
2 3 4 5 6 7 8 9	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 2617 A That's correct. Q You did that sometime in or about February of 2000; is that correct?	2 3 4 5 6 7 8 9	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last? A Two hours. Maybe three. Q Did that take place at the Oakland hangar? A No, sir. That was here in San Francisco.
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2 3 4 5 6 7 8 9 10 11	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 261? A That's correct. Q You did that sometime in or about February of 2000; is that correct? A That would be correct. Q Other than the statement that you gave to	2 3 4 5 6 7 8 9 10 11	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last? A Two hours. Maybe three. Q Did that take place at the Oakland hangar? A No, sir. That was here in San Francisco. Q At a lawyer's office or some other location?
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2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 261? A That's correct. Q You did that sometime in or about February of 2000; is that correct? A That would be correct. Q Other than the statement that you gave to representatives of the NTSB in February of 2000, have you on any other occasion been interviewed by any representative of any federal, state or local agency concerning matters arising out of the crash of Alaska Airlines Flight 261? A No, sir. Q Have you met with anyone where you discussed matters concerning the crash of Flight 261 other than this deposition, the meetings with your counsel and your interview before representatives of the NTSB in February of 20007	2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last? A Two hours. Maybe three. Q Did that take place at the Oakland hangar? A No, sir. That was here in San Francisco. Q At a lawyer's office or some other location? A I believe they were working, they were working out of that office. I don't know that it was their office or if it was contracted. Q Do you recall where you met? A No, sir. Not the exact place. I know it was downtown here in San Francisco, but it was not here on Market Street. I know that. Q I want to focus on the period of time when you first jolned Alaska Airlines back in December of 1989.
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2 3 4 5 6 7 8 9 100 111 122 133 14 155 16 17 7 18 19 200 211 222 233 24	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 2617 A That's correct. Q You did that sometime in or about February of 2000; is that correct? A That would be correct. Q Other than the statement that you gave to representatives of the NTSB in February of 2000, have you on any other occasion been interviewed by any representative of any federal, state or local agency concerning matters arising out of the crash of Alaska Airlines Flight 261? A No, sir. Q Have you met with anyone where you discussed matters concerning the crash of Flight 261 other than this deposition, the meetings with your counsel and your interview before representatives of the NTSB in February of 20007 A Not on a formal basis. Q When you say "not on a formal basis," what do you mean by that?	2 3 4 5 6 7 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22 23 24	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last? A Two hours. Maybe three. Q Did that take place at the Oakland hangar? A No, sir. That was here in San Francisco. Q At a lawyer's office or some other location? A I believe they were working, they were working out of that office. I don't know that it was their office or if it was contracted. Q Do you recall where you met? A No, sir. Not the exact place. I know it was downtown here in San Francisco, but it was not here on Market Street. I know that. Q I want to focus on the period of time when you first joined Alaska Airlines back in December of 1989. Did you receive any formal training upon being hired in December of 1989 by Alaska or anyone else concerning maintenance on the aircraft that
2 3 4 5 6 7 8 9 100 111 122 133 14 155 16 17 7 18 19 200 211 222 233 24	A No, sir. Q Now, you mentioned that you gave a statement to the NTSB in connection with matters arising out of the crash of Aircraft Alaska Flight 2617 A That's correct. Q You did that sometime in or about February of 2000; is that correct? A That would be correct. Q Other than the statement that you gave to representatives of the NTSB in February of 2000, have you on any other occasion been interviewed by any representative of any federal, state or local agency concerning matters arising out of the crash of Alaska Airlines Flight 261? A No, sir. Q Have you met with anyone where you discussed matters concerning the crash of Flight 261 other than this deposition, the meetings with your counsel and your interview before representatives of the NTSB in February of 2000? A Not on a formal basis. Q When you say "not on a formal basis," what	2 3 4 5 6 7 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22 23 24	frame. Q Do you recall whether, in connection with that meeting, you reviewed any documents? A No. There was no documents that I recall. Q About how long did that meeting last? A Two hours. Maybe three. Q Did that take place at the Oakland hangar? A No, sir. That was here in San Francisco. Q At a lawyer's office or some other location? A I believe they were working, they were working out of that office. I don't know that it was their office or if it was contracted. Q Do you recall where you met? A No, sir. Not the exact place. I know it was downtown here in San Francisco, but it was not here on Market Street. I know that. Q I want to focus on the period of time when you first joined Alaska Airlines back in December of 1989. Did you receive any formal training upon being hired in December of 1989 by Alaska or anyone

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6 (Pages 18 to 21)

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•1	Alaska Airlines operated at the time?	1 1	The CAN mapping class was taught by an
2	A Yes, sir. We did receive an indoctrination	2	outside party. And that was taught at the hangar in
3	course in the aircraft. I know they have two courses.	3	Seattle.
- 4	We had both of them at the time. I believe there was	4	Q Do you know who taught that class?
5	two courses.	5	A John, I can't remember his last name. He's
6	Q Was one course on Alaska Airlines'	6	from Texas.
7	procedures and another class focused on the MD-80	7	Q Do you know what company he was associated
8	aircraft?	8	with?
9	A That could be. I can't remember the exact	9	A No, sir. I can't remember it right now.
10	courses. They may have changed.	10	
11		11	Boeing or McDonnell Douglas employee?
12		12	
13		13	
14		14	have had on McDonnell Douglas or Boeing aircraft?
15		15	
16		16	
17	could recollect, at Hangar 6 at Oakland Airport?	17	
			we can, between the time you started in December of
18		18	1989 through the period of time that you were a lead
19		19	sheet metal mechanic through 1995. During that period
20	employees taught the classes?	20	of time.
21	A Yes, sir.	21	Did you have occasion at any time while you
22	Q Other than the formal classroom instruction	22	were a mechanic for Alaska Airlines of ever having
23	that you received on or about the time you were hired	23	performed a lubrication of a horizontal stabilizer
24	back in December of 1989, have you attended any other	24	jackscrew assembly?
25	classroom instruction on MD-80 aircraft since joining	25	A No, sir.
	Dec. 33	ľ	
	Page 22	1	Page 24
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1	Alaska back in December of 1989?	1	Q Did you ever have occasion to observe
2	A I did a course on sheet metal in Seattle	2	anyone doing such a maintenance task on an MD-80
3	which as I recall was oriented towards both Boeing and	3	aircraft?
4	Douglas.	4	A No, sir.
5	Q Was that a class taught by Alaska Airlines	5	Q During the period of time between December
6	employees?	6	1989 and 1995 when you first became an inspector for
7	A Yes, sir.	7	Alaska Airlines, had you yourself ever performed what
8	Q Or by someone else?	8	is known as an end-play check on a jackscrew
9	A No, by Alaska Airlines employees.	9	horizontal stabilizer assembly?
10	Q Was that an Alaska Airlines facility in	10	A No, sir.
11	Seattle?	11	Q Had you ever observed anyone else doing so?
12	A That's correct.	12	A Yes, sir.
13	Q Other than this class on sheet metal in	13	Q On how many occasions?
14	Seattle, do you recall attending other any other	14	A Two at least. Perhaps three.
15	classroom training or instruction concerning Boeing or	15	Q And in what capacity were you observing the
16	McDonnell Douglas aircraft since you started with	16	end-play check; if you can recollect?
17	Alaska in 1989?	17	A I was lead sheet metal at the time. And as
18	A Yes, sir. I attended a Boeing 737 dass	18	I recollect I was assisting with some new hires that
19	for the 400. I have been to class for the 700. And I	19	were up there - or relative new hires, perhaps
20	attended a class for CAN mapping on the 737-200.	20	several months, but still relatively new and other
21	Q Where did those classes take place?	21	Bersonnel to setting the the industry new - and other
22	A The 737 courses took place at the Oakland	22	personnel in setting up the jackscrew for, in setting
23	hangar.	23	up the equipment for the check; setting up the gauges.
24	Q Taught by Alaska Alrlines?	24	Q Do you recall approximately when that would
25	A Taught by Alaska Airlines employees, yes.	24 25	have been?
63	A MURUL DV PUSSA AUTORS PITCHOVPPS, VPS.	40	A No, sir. Not any dates.
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7 (Pages 22 to 25)

1			•
1	Q Did you observe the completion of all the	1	shift supervisor.
2	steps in the check, in the end-play check at that time	2	Q Do you recall in the September-October 1997
3	or did you just, were you just involved in helping set	3	time period as to who the day shift supervisor would
4	up?	4	have been?
5	A Just primary setup.	5	A I believe it would have been Manuel Diaz.
6	Q Now, between 1995, the time you became an	6	• Q In the 1997 time period, September-October,
7	inspector, through 1997 - let's focus on that	7	how many other inspectors would be on duty with you
8	period I take it that as an inspector let me	8	during the graveyard shift as typical routine practice
9	strike all that.	9	at that time?
10	In your capacity as an inspector during	10	A I don't remember the exact number we had on
11	that period of time would you have had occasion to	n	days at that time.
12	Inspect the lubrication of a jackscrew horizontal	112	Q Let me ask you this.
13	stabilizer assembly?	13	During the period between 1995 and 1997 fo
14	MR. RUSHING: Still 1995 through 1997?	14	you have any recollection as to what the fluctuation
15	MR. FRANKEL: Correct.	15	would have been, what was the largest number of
16	THE WITNESS: No, sir.	16	Inspectors that would be on duty and what would be the
			· · · · · · · · · · · · · · · · · · ·
17	Q MR. FRANKEL: With respect to an end-play	17	smallest?
18	check on a jackscrew assembly during that period of	18	What would be the range?
19	time, did you have occasion in your capacity as an	19	A I would say one to four.
20	inspector to be the inspector on end-play checks	20	If I can, may go back to the question on
21	between 1995 and 1997?	21	supervisors -
22	A I think I was involved in one or two. I	22	Q Sure.
23	can't specify time or aircraft.	23	A - I believe we did have a supervisor that
24	Q Focusing on the period from 1997 to the	24	I think was Manny, Manuel Diaz. Johnny Baker was the
25	date of the accident, January 31st, 2000, do you know	25	day shift supervisor.
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1	how many end-play checks you would have been involved	1	Q I would like you to just describe for me,
1 2	how many end-play checks you would have been involved in during that period of time as an inspector?	1	Q I would like you to just describe for me, as best you can in your own words, what you understand
		1	as best you can in your own words, what you understand
2	in during that period of time as an inspector? A No, sir.	2	as best you can in your own words, what you understand your job is as an inspector for Alaska Airlines or
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2 3 4 5 6	in during that period of time as an inspector? A No, sir. Q Just to complete the loop here, during the period between 1997 and the date of the accident, January 31st, 2000, would you have had occasion in	2 3 4 5. 6	as best you can in your own words, what you understand your job is as an inspector for Alaska Airlines or what you understood it to be in the 1997 time period; what did you understand you were supposed to be doing in your capacity as an inspector?
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	In during that period of time as an inspector? A No, sir. Q Just to complete the loop here, during the period between 1997 and the date of the accident, January 31st, 2000, would you have had occasion in your capacity as inspector to have inspected a lubrication of a jackscrew assembly? A No, sir. Q Is that because that maintenance task lubrication of a jackscrew assembly does not require an inspector? A Yes, sir. Q Now, focusing on the period in the fall of 1997 looking at the period between September and October 1997 in particular would you have been working the grave shift during that period of time? A Yes, sir.	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	as best you can in your own words, what you understand your job is as an inspector for Alaska Airlines or what you understood it to be in the 1997 time period; what did you understand you were supposed to be doing in your capacity as an inspector? A As an inspector, my job is to follow the inspection task cards on the inbound aircraft, to report by writing MIG-4s any discrepancy which is noted, to accomplish any checks that I was felt qualified or was qualified to accomplish, and to check and certify any work that was done by mechanics. Q You know what a task card is? A Yes, sir. Q And am I correct that at the Oakland facility of Alaska Airlines that typically and focusing on the 1997 time period now September and October that the facility was principally devoted
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2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21	In during that period of time as an inspector? A No, sir. Q Just to complete the loop here, during the period between 1997 and the date of the accident, January 31st, 2000, would you have had occasion in your capacity as inspector to have inspected a lubrication of a jackscrew assembly? A No, sir. Q Is that because that maintenance task lubrication of a jackscrew assembly does not require an inspector? A Yes, sir. Q Now, focusing on the period in the fall of 1997 looking at the period between September and October 1997 in particular would you have been working the grave shift during that period of time? A Yes, sir. Q To whom would you have been reporting in your capacity as an inspector at that time? A I don't recall that we had a supervisor	2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21	as best you can in your own words, what you understand your job is as an inspector for Alaska Airlines or what you understood it to be in the 1997 time period; what did you understand you were supposed to be doing in your capacity as an inspector? A As an inspector, my job is to follow the inspection task cards on the inbound aircraft, to report by writing MIG-4s any discrepancy which is noted, to accomplish any checks that I was felt qualified or was qualified to accomplish, and to check and certify any work that was done by mechanics. Q You know what a task card is? A Yes, sir. Q And am I correct that at the Oakland facility of Alaska Airlines that typically and focusing on the 1997 time period now September and October that the facility was principally devoted to performing heavy maintenance checks on MD-80 aircraft; is that correct? A Yes, sir.
2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22	In during that period of time as an inspector? A No, sir. Q Just to complete the loop here, during the period between 1997 and the date of the accident, January 31st, 2000, would you have had occasion in your capacity as inspector to have inspected a lubrication of a jackscrew assembly? A No, sir. Q Is that because that maintenance task lubrication of a jackscrew assembly does not require an inspector? A Yes, sir. Q Now, focusing on the period in the fall of 1997 looking at the period between September and October 1997 in particular would you have been working the grave shift during that period of time? A Yes, sir. Q To whom would you have been reporting in your capacity as an inspector at that time? A I don't recall that we had a supervisor assigned per se to graveyard shift at that time.	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	as best you can in your own words, what you understand your job is as an inspector for Alaska Airlines or what you understood it to be in the 1997 time period; what did you understand you were supposed to be doing in your capacity as an inspector? A As an inspector, my job is to follow the inspection task cards on the inbound aircraft, to report by writing MIG-4s any discrepancy which is noted, to accomplish any checks that I was felt qualified or was qualified to accomplish, and to check and certify any work that was done by mechanics. Q You know what a task card is? A Yes, sir. Q And am I correct that at the Oakland facility of Alaska Airlines that typically and focusing on the 1997 time period now September and October that the facility was principally devoted to performing heavy maintenance checks on MD-80 aircraft; is that correct? A Yes, sir. Q And in connection with performing maintenance, heavy maintenance on MD-80 aircraft
2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22 23 24	In during that period of time as an inspector? A No, sir. Q Just to complete the loop here, during the period between 1997 and the date of the accident, January 31st, 2000, would you have had occasion in your capacity as inspector to have inspected a lubrication of a jackscrew assembly? A No, sir. Q Is that because that maintenance task lubrication of a jackscrew assembly does not require an inspector? A Yes, sir. Q Now, focusing on the period in the fall of 1997 looking at the period between September and October 1997 in particular would you have been working the grave shift during that period of time? A Yes, sir. Q To whom would you have been reporting in your capacity as an inspector at that time? A I don't recall that we had a supervisor assigned per se to graveyard shift at that time. Q In the absence of a supervisor, would there be anyone to whom you would report?	2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22 23	as best you can in your own words, what you understand your job is as an inspector for Alaska Airlines or what you understood it to be in the 1997 time period; what did you understand you were supposed to be doing in your capacity as an inspector? A As an inspector, my job is to follow the inspection task cards on the inbound aircraft, to report by writing MIG-4s any discrepancy which is noted, to accomplish any checks that I was felt qualified or was qualified to accomplish, and to check and certify any work that was done by mechanics. Q You know what a task card is? A Yes, sir. Q And am I correct that at the Oakland facility of Alaska Airlines that typically and focusing on the 1997 time period now September and October that the facility was principally devoted to performing heavy maintenance checks on MD-80 aircraft; is that correct? A Yes, sir. Q And in connection with performing maintenance, heavy maintenance on MD-80 aircraft through what are known as C-checks as I understand It;
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8 (Pages 26 to 29)

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

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9 (Pages 30 to 33)

1	exhibit?	1	Q MR. FRANKEL: Let me just make sure the
-2	A The night that I was asked to go redo the	2	record is clear.
3	check.	3	As best you can recollect, having now
4	Q Do you recall what night that was?	4	looked at a calendar of the September, late September,
5	A I believe it was on Friday, which at that	5	early October 1997 period, it's your best recollection
6	time I believe was a Wednesday night, for Thursday	6	' that the days off that you would have had would have
7	morning shift.	7	been Wednesday and Thursdays; is that correct?
8	Q This end-play check that is before us as	8	A Yes, sir.
9	Exhibit 126, I think the record will show that it was	9	Q And having looked at the calendar and
10	performed initially on the 27th of September 1997,	10	looked at Exhibit 130, the MIG-4 form, do you know
11	which I believe was a Saturday.	11	when you acted as the inspector in a re-check of this
12	Does that in any way refresh your	12	end-play on the Aircraft 963 jackscrew assembly?
13	recollection as to when you would have been asked to	13	A Yes, sir. It was on, it was on the 30th.
14	perform a re-check?	14	Q Now, prior I want to just clarify
15	MR. RUSHING: Do you want to show him the	15	something.
16	MIG-4 to help him refresh?	16	Prior to September 30th, 1997 had you been
17	MR. FRANKEL: Yeah.	17	made aware in any way that a MIG-4 form had been
18	THE WITNESS: I don't recall.	18	written that in any way related to the horizontal
19	I think we were still on five eight's then.	19	stabilizer jackscrew assembly on Aircraft 963?
20	So it may have been, may have been on my Thursday.	20	A No, sir.
21	Which I have to judge by those dates, because that's	21	Q So the first occasion that you became aware
22	how I keep track of where I'm at.	22	that there was any issue with respect to end-play on
23	At that time it would have - see this was	23	Aircraft 963 was on September 30th, during your
24	30th -	24	graveyard shift that day?
25	Q MR. FRANKEL: You're now looking at	25	A Correct.
	y Pic Picance. Toule non boking at		A Wheat
	Page 34		Page 36
	· · · · · · · · · · · · · · · · · · ·		
1	Exhibit 130, the MIG-4 form?	1	Q Can you tell me as best you can recollect
2	A Yes, sir.	2	what the circumstances were when you were first
2 3	A Yes, sir. I can't remember my days off. I did change	2 3	what the circumstances were when you were first advised
2 3 4	A Yes, sir. I can't remember my days off. I did change days off at one time. If I was off Wednesday and	2 3 4	what the circumstances were when you were first advised How did you first get advised about this
2 3 4 5	A Yes, sir. I can't remember my days off. I did change days off at one time. If I was off Wednesday and Thursday, this took place on what would be Tuesday	2 3 4 5	what the circumstances were when you were first advised How did you first get advised about this re-check?
2 3 4 5 6	A Yes, sir. I can't remember my days off. I did change days off at one time. If I was off Wednesday and Thursday, this took place on what would be Tuesday night for Wednesday. Which would be going into my	2 3 4 5 6	what the circumstances were when you were first advised How did you first get advised about this re-check? A Ron Hensel and Ron Azbeli came to me and
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10 (Pages 34 to 37)

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1	shift?	1	at least the completed MIG-4 that was, that has
2	A No, sir.	2	information concerning the second check, what I want
3	Q If another inspector would have been on	3	to really try to understand is that when you first saw
4	that shift do you know who it would have been at that	4	Exhibit 130 can you recollect when you first saw
5	time?	5	Exhibit 130 do you recall what was written on it?
6	A No, sir, I can't remember names of who was	1 6	A I believe everything from the discrepancy
Ĭž	assigned to that shift.	1 7	and planned action was written on it as far as I
8	Q When Mr. Azbell and Mr. Hensel approached	8	recall, requesting the reevaluation for the task card.
9	you, what did they say as best you can recollect?	9	Q So the line under "planned action" that you
10	A I don't recall any exact words. I can't -	10	see says "replace nut and perform EO-8-55-10-01" and
	I'd be wrong to specify anything. I don't remember	11	some initials and a date after that was that line
11	the exact conversation so	12	through when you saw it or not?
12		13	A Yes, sir, I believe it was.
13	Q Do you remember the substance of the	14	Q The second line, it says "reevaluate test
14	initial conversation if not the exact words?	I - ·	
15	A No.	15	per WC 246-27000."
16	There was something I - I think they were	16	That was there as well?
17	kind of upset because we had this three-day lag and	17	A Yes, sir.
18	they were wondering why the re-check.	18	Q Do you recall asking Mr. Azbell or
19	Q When you say "three-day lag?"	19	Mr. Hensel why a re-check needed to be done?
20	A There was, this check was originally done	20	A Not specifically.
21	on the 27th and now it's three days later and we are	21	Q Did you have an understanding prior to
22	doing the check.	22	being presented with Exhibit 130 by Mr. Hensel and
23	Q Now, at the time that Mr. Hensel and	23	Mr. Azbell on September 30th of 2000 as to what the
24	Mr. Azbell approached you, do you recall any other	24	end-play limits were for requiring the removal of a
25	instance while you have been at Alaska where prior	25	jackscrew assembly?
	Page 38		Page 40
1 2 3 4 5 6 7 8 9 10	to that event, prior to September 30th, 1997 where you had been asked to be an inspector in connection with performing a re-check on jackscrew horizontal stabilizer? A No, sir. Q This was the first time? A This was the first time? A This was the first time, yes, sir. Q This was an unusual occurrence; right?	1 2 3 4 5 6 7 8	A No, sir. Other than 40 thousands was the max. I knew that. Q Just to make sure that I have your understanding correct, if an end-play test had been done and it came up at .040, you understood that that was at the maximum of the allowable limit and anything above that, i.e041, would have required removal and
10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	A Um, yes, sir. Q Now, when Mr. Azbell and Mr. Hensel came to you on September 30th, did they provide you with any documents? A Yes, sir. They had the MIG-4 in hand at the time when, that was when they came to the office. Q They came to your office? A Yes, sir. Q To the Inspection office at Oakland hangar? A Yes, sir. Q And they had the MIG-4 in hand? A Yes, sir. Q And they had the MIG-4 in hand? A Yes, sir. Q And how many copies of the MIG-4 were in hand? Was it the white and the manila copy or just the manila copy? A Just the manila.	9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	replacement, anything at .040 or below meant that it was good to go? A That's correct. Q At the time that you were presented with Exhibit 130 as you have described it, had you ever seen a MIG-4 where a planned action had been stricken as is shown in the planned action here and another planned action inserted in its stead? A Yes, sir. Q On how many occasions? A I have no idea. Q Is that a common occurrence? A I would say it's not real common, but relatively common. Q Based on your understanding of Alaska Ahrlines procedures, who is it first of all, who decides or completes the form MIG-4 and inserts
11 12 13 14 15 16 17 18 19 20 21 22 23	Q Now, when Mr. Azbell and Mr. Hensel came to you on September 30th, did they provide you with any documents? A Yes, sir. They had the MIG-4 in hand at the time when, that was when they came to the office. Q They came to your office? A Yes, sir. Q To the Inspection office at Oakland hangar? A Yes, sir. Q And they had the MIG-4 in hand? A Yes, sir. Q And they had the MIG-4 in hand? A Yes, sir. Q And how many copies of the MIG-4 were in hand? Was it the white and the manila copy or just the manila copy?	10 11 12 13 14 15 16 17 18 19 20 21 22 23	 was good to go? A That's correct. Q At the time that you were presented with Exhibit 130 as you have described it, had you ever seen a MIG-4 where a planned action had been stricken as is shown in the planned action here and another planned action inserted in its stead? A Yes, sir. Q On how many occasions? A I have no idea. Q Is that a common occurrence? A I would say it's not real common, but relatively common. Q Based on your understanding of Alaska Alriines procedures, who is it first of all,
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11 12 13 14 15 16 17 18 19 20 21 22 23 24	Q Now, when Mr. Azbell and Mr. Hensel came to you on September 30th, did they provide you with any documents? A Yes, sir. They had the MIG-4 in hand at the time when, that was when they came to the office. Q They came to your office? A Yes, sir. Q To the Inspection office at Oakland hangar? A Yes, sir. Q And they had the MIG-4 in hand? A Yes, sir. Q And they had the MIG-4 in hand? A Yes, sir. Q And how many copies of the MIG-4 were in hand? Was it the white and the manila copy or just the manila copy? A Just the manila.	10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	 was good to go? A That's correct. Q At the time that you were presented with Exhibit 130 as you have described it, had you ever seen a MIG-4 where a planned action had been stricken as is shown in the planned action here and another planned action inserted in its stead? A Yes, sir. Q On how many occasions? A I have no idea. Q Is that a common occurrence? A I would say it's not real common, but relatively common. Q Based on your understanding of Alaska Alriines procedures, who is it first of all, who decides or completes the form MIG-4 and inserts

Atkinson-Baker, Inc.

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11 (Pages 38 to 41)

1	A Any Individual, any mechanic at	1	In your capacity as a supervisor did you
2	Alaska Airlines can write a discrepancy against the	2	ever work - I'm sorry not as a supervisor, as an
3	aircraft.	3	inspector.
4	Q But is it your understanding, based on	4	In your capacity as an inspector, did you
5	having reviewed Exhibit 130, that it was an inspector	5	ever work on the same shift as Mr. Leotine?
6	that had initially prepared the discrepancy concerning	6	A No, sir, I don't believe so.
7	the jackscrew assembly on Aircraft 963 on or about the	7	Q Mr. Leotine was a competent mechanic?
8	27th of September, 1997?	8	A To the best of my knowledge, yes.
9	A That's correct.	j j	MR. RUSHING: We have been going about an
10	Q Am I correct that if Mr. Bautista, based on	10	hour, Steve, and it sounds like Mr. Hensel's voice is
11	the inspection number and Artic number that appears in	11	starting to wear a little thin. Let's take a break.
12	the originating employee box, that Mr. Bautista would	112	MR. FRANKEL: Sure.
13	have been the one that would have prepared that	13	THE WITNESS: Mr. Minnette.
14	portion of this exhibit?	14	
15	A Yes, sir.		MR. RUSHING: I'm sorry.
16		15	THE VIDEOGRAPHER: We are off the record at
	Q With respect to planned action, who is it,	16	4:35 p.m.
17	based on your understanding of Alaska's practices and	17	(Recess taken)
18	procedures, that determines what the planned action is	18	THE VIDEOGRAPHER: We are back on the
19	for a discrepancy?	19	record at 4:47 p.m.
20	A The lead.	20	Q MR. FRANKEL: Mr. Minnette, going back to
21	Q Did you ever learn while strike that.	21	the practices at Alaska in this time period, you're
22	At the time that you were presented with	22	familiar with Alaska Alrlines' general maintenance
23	Exhibit 130 back in September of 1997, do you know,	23	manual?
24	did you know at the time as to which lead put the	1	
25	first planned action that was stricken through on	25	Q Am I correct that the general maintenance
	Deep 42		Pres 44
	Page 42		Page 44
	· · · · · · · · · · · · · · · · · · ·		·
1	Exhibit 130?	1	manual includes, for example, procedures for the
1 2	A No, sir.	2	manual includes, for example, procedures for the completion and processing of a MIG-4 non-routine work
2 3 4	A No, sir. Q Have you learned since who did that? A I believe at the time, after the accident,	2. 3 4	completion and processing of a MIG-4 non-routine work card? A Yes, sir.
2 3	A No, sir. Q Have you learned since who did that? A I believe at the time, after the accident, I believe it was John Leotine. But I'm not positive.	2 3 4 5	completion and processing of a MIG-4 non-routine work card? A Yes, sir. Q Is there any provision that you're aware of
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2 3 4 5	A No, sir. Q Have you learned since who did that? A I believe at the time, after the accident, I believe it was John Leotine. But I'm not positive. That's what I was told; it was John Leotine. Q This is something you learned after the	2 3 4 5 6 7	completion and processing of a MIG-4 non-routine work card? A Yes, sir. Q Is there any provision that you're aware of in Alaska Airlines' general maintenance manual that permits a, one lead mechanic to change a planned
2 3 4 5 6 7 8	A No, sir. Q Have you learned since who did that? A I believe at the time, after the accident, I believe it was John Leotine. But I'm not positive. That's what I was told; it was John Leotine. Q This is something you learned after the accident?	2 3 4 5 6 7 8	completion and processing of a MIG-4 non-routine work card? A Yes, sir. Q Is there any provision that you're aware of in Alaska Airlines' general maintenance manual that permits a, one lead mechanic to change a planned action set forth by another lead mechanic on a MIG-4
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	A No, sir. Q Have you learned since who did that? A I believe at the time, after the accident, I believe it was John Leotine. But I'm not positive. That's what I was told; it was John Leotine. Q This is something you learned after the accident? A After, yes. Q Do you know Mr. Leotine? A Yes, sir. Q Mr. Leotine was a lead mechanic at Alaska Airlines? A That's correct. Q Did he ever work on the same shift as you did? A I believe we worked swing shift together when we were both leads for a while. Q When you were a lead mechanic? A When I was a lead. Q And In your capacity as a supervisor did you ever work on the shift that Mr. Leotine was the	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	completion and processing of a MIG-4 non-routine work card? A Yes, sir. Q Is there any provision that you're aware of in Alaska Airlines' general maintenance manual that permits a, one lead mechanic to change a planned action set forth by another lead mechanic on a MIG-4 form? A I don't recall. Q Do you recall whether such a provision exists today? A No, sir. Q During the time that you have been at Alaska Airlines has anyone ever told you that one lead mechanic could change or modify a planned action that another lead mechanic had set forth on a MIG-4 form? A Not specifically. However, I know they have been changed at times because the planned action doesn't meet the requirements of what the job entails. And if I may say, that I noticed that more as a sheet metal lead as opposed to when I was an
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12 (Pages 42 to 45)

1	noticed when you were a sheet metal lead in terms	1.1	Q Who is that?
2	of let me ask you this.	2	A That's Ross Belfiore.
3	When you were a sheet metal lead I take it	3	Q What position did Mr. Belfiore hold with
4	that in that capacity you would have been presented	4	Alaska Airlines in September of 1997?
	with MIG-4s where you had to make a determination as	s	A He's been a supervisor since I have known
5		1.6	him.
6	to what the planned action would be to correct a		
7	discrepancy?	7	Q Did you have any understanding in September
8	A That's correct.	8	of 1997 as to what the planned action would have, how
9	Q And how would you go about determining the	9	this form appeared period to Mr. Belfiore at the time
10	planned action for a discrepancy in your capacity as	10	he first signed it as to what appeared in the planned
11	lead mechanic for sheet metal?	11	action box?
12	A I would go out, take a look at the job that	12	A No, sir.
13	was written up and determine what needed to be done.	13	Q Have you learned since that time what was
14	Q Would you go to the aircraft?	14	in the planned action item, what was filled in the
15	A Yes, sir.	15	planned action box when Mr. Belfiore put his initials
16	Q Would you talk to the inspector or mechanic	16	and Artic number in the authorized by box on
		17	Exhibit 130?
17	who prepared the discrepancy?		· · · ·
18	A Yes, sir, if I had any doubts about what	18	A No, sir.
19	the actual discrepancy was. Some at times can be	19	Q Now, the initials at the end of the first
20	vague.	20	line that is stricken through, the "replace nut and
21	Q Then you would set forth the planned action	21	perform EO," do you know who's initials appear at end
22	on the MIG-4?	22	of that line?
23	A That's.	23	A Yes, sir.
24	Q If you were going to change a planned	24	Q Who's initials are those?
25	action that another lead mechanic had written, would	25	A Ron Hensel's.
			•
	Page 46	· ·	Page 48
<u> </u>	<u>,</u>	<u> </u>	
	and a second	Ι.	
1	you seek out the lead mechanic who wrote the original	1	Q There is a date "9/30/97" thereafter?
2	planned action when you were seeking to change it?	2	A That's correct.
	planned action when you were seeking to change it? MR. RUSHING: When he was a lead	23	A That's correct. Q Does that indicate to you that it was
2	planned action when you were seeking to change it? MR. RUSHING: When he was a lead MR. FRANKEL: Lead.	2 3 4	A That's correct.
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13 (Pages 46 to 49)

A No, sir. 1 or component before it actually gets installed on the 1 2 Q Do you recall whether it was Mr. Hensel 2 aircraft? 3 that was expressing the concern or Mr. Azbell? 3 A That's correct. A Mr. Hensel. 4 Q Do you know or did you know back in 4 5 O Now, in connection, in relation to September of 1997, at the time Mr. Azbell and 6 September 30th, 1997, do you know when Aircraft 963 Mr. Hensel approached you, whether or not Alaska was scheduled to return to revenue service and be 7 7 maintained in its inventory jackscrew assemblies? 8 8 completed with its C-check? A No. sir. 9 A No, sir, I don't remember. Q Q Do you have - did you have any knowledge Q Now, is it your understanding that had 10 10 in September of 1997 as to how long it would take for Mr. Hensel not stricken through the first line of the 11 Alaska to receive a jackscrew assembly if one had not 11 planned action, that the planned action was to replace been maintained in inventory? 12 12 the jackscrew assembly on this aircraft? 13 13 A No, sir. A Tm not sure I fully understand. 14 14 Q Did you have any knowledge in September of 15 Q Let me ask you: If the line had not been 15 1997 as to how long, once a jackscrew assembly would stricken through by Mr. Hensel - the first line - is be received and inspected, how long it would take to 16 16 17 It your understanding that the Acme screw and nut 17 complete a replacement of that assembly on an MD-80 aircraft? 18 assembly on this aircraft would have to be replaced? 18 19 A Yes, sir. 19 A No. sir. 20 MR. RUSHING: Objection. Before you 20 Q Have you ever since learned how long it would take to complete a jackscrew assembly, 21 answer, sir, I want to get an objection on the record. 21 22 It's an incomplete hypothetical; asks for 22 replacement of a jackscrew assembly on an MD-80 23 him to speculate. Conjecture. Misstates the 23 aircraft? 24 evidence. 24 A I replaced one not too long ago, and I 25 25 Q MR. FRANKEL: Do you know whether any believe it took somewheres in the neighborhood of five Page 52 Page 50 1 steps prior to September 30th, 1997, prior to the time 1 or six hours. 2 2 that you were presented with this, do you know whether Q Did you observe that replacement? 3 any steps had been taken at Alaska to locate another 3 A No, sir. It was done on my shift, but I 4 jackscrew assembly? 4 did not physically go up and observe the change. 5 Q Now, when Mr. Hensel and Mr. Azbell 5 A No, sir. Q Do you know who would have had 6 approached, came into the inspection office, said that 6 you had to do this re-check, did you then immediately responsibility within Alaska to locate or order a 7 7 8 jackscrew assembly if between the time this 8 go out to the aircraft to inspect a re-check? Q A No, sir, not at that immediate moment. ۵ discrepancy was written on the 27th and the time 10 Q. How long of a time period elapsed, if you 10 Mr. Hensel struck through the planned action Item such 11 an effort had been undertaken? 11 can recollect, between the time Mr. Hensel first 12 A It would have been the leads or a lead 12 approached you with Mr. Azbell and you going out to 13 the aircraft to inspect the performance of a second 13 assigned a mechanic to order the part, which would go 14 end-play check? 14 then to I believe purchasing, who would have taken MR. RUSHING: When you say "second," you're 15 care of obtaining the part. 15 Q In your capacity as inspector did you have 16 talking about this being the one that followed? 16 MR. FRANKEL: Yes. 17 any responsibility for overseeing or making sure that 17 18 MR. RUSHING: Okay. 18 parts got ordered or processed for installation on the 19 aircraft? 19 THE WITNESS: I would say two, possibly 20 three hours. 20 A Not ordered. But we did - we have to 21 inspect parts coming in for use on the aircraft. But 21 Q MR. FRANKEL: How long did the initial 22 conversation, as best you recollect, between 22 not as far as the initial ordering goes. Q So if a jackscrew assembly had been ordered 23 Mr. Hensel and Mr. Azbell and yourself last when they 23 24 and received before it goes on the aircraft, someone 24 came into the office? 25 25 in your capacity, an inspector, would inspect the part A Not very long. Page 53 Page 51

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14 (Pages 50 to 53)

8 1 9 10 11 11 12 12 13 14 12 14 15 12 15 16 17 18 19 0 20 1 12 22 21 1	Q Five minutes? A I don't Less. Q Less? A Less. Q Was there a reason why it took two or three hours before you went out to the aircraft to do the inspection? A Well, as I recollect, they came to me saying it was going to need a re-check. I said we will go out and do the re-check. And just come get me when or set up and ready to go. Two or three hours, you're talking at least one break and lunch before they are ready. Which is a good 45 minutes. Q Other than being presented with Exhibit 130 well, let me ask you this. When you were presented with Exhibit 130 did you have a chance to look at the reverse side of the manila card to see if anything was written on the back?	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	Q Had you ever inspected an end-play check that he had done prior to September 30th? A No, sir. Not that I'm aware of. Q Mr. Azbell came to get you. Then did you accompany him out to the aircraft? A That's correct. Q Did anyone else accompany you? A Not that I can remember. Q What do you recollect once Were you presented with any other document by Mr. Azbell at the time he came to get you? A Yes, sir. I believe we had the copy of the task card to use so we could do the procedure and then the MIG-4 he had with him. Q So you had Exhibit 130. And did you have if you turn back to Exhibit 126. A (Complying)
2 3 4 5 6 7 8 9 10 11 12 13 14 16 17 18 19 19 21 18 19 22 23 24 22	A I don't Less. Q Less? A Less. Q Was there a reason why it took two or three hours before you went out to the aircraft to do the inspection? A Well, as I recollect, they came to me saying it was going to need a re-check. I said we will go out and do the re-check. And just come get me when or set up and ready to go. Two or three hours, you're talking at least one break and kunch before they are ready. Which is a good 45 minutes. Q Other than being presented with Exhibit 130 well, let me ask you this. When you were presented with Exhibit 130 did you have a chance to look at the reverse side of the manila card to see if anything was written on the back?	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	 that he had done prior to September 30th? A No, sir. Not that I'm aware of. Q Mr. Azbell came to get you. Then did you accompany him out to the aircraft? A That's correct. Q Did anyone else accompany you? A Not that I can remember. Q What do you recollect once Were you presented with any other document by Mr. Azbell at the time he came to get you? A Yes, sir. I believe we had the copy of the task card to use so we could do the procedure and then the MIG-4 he had with him. Q So you had Exhibit 130. And did you have If you turn back to Exhibit 126.
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19 (20 (21 22 23 24 (did you have a chance to look at the reverse side of the manila card to see if anything was written on the back?	19	
20 (21 22 23 24 (the manila card to see if anything was written on the back?		
21 22 23 24 (back?		Q Did you ever Exhibit 126 with you?
22 23 24		20	A Yes, sir.
23 24 (21	Q Now, at the time that you had Exhibit 126,
24 0	A No, sir, I did not look at it.	22	at the time, did Mr. Azbeli have that in his hand whe
	Q Do you know whether there was any color	23	he came to get you?
25	coding of any sort as you can recollect	24	A I belleve he did, yes.
	A No, sir.	25	Q Is it typical that there would have been
	Page 54	ŀ	Page
1	Q — on the face of the card?	1	graphics attached to Exhibit 126 at that time?
2	A No, sir, I don't recollect anything.	2	A Yes, sir.
3	Q Is it typical that there is some color	3	Q Do you recollect whether graphics were
	coding on MIG-4s back in the 1997 time period?	4	attached to Exhibit 126 at the time Mr. Azbell
5	A At that point in time they used to mark for	5	presented it to you?
	I believe parts ordered. And I don't recall if they	6	A Yes, sir.
7 🗉	marked for skill at that time. I believe they did.	7	Q Now, when Mr. Azbell had come to get you,
8	Q How would it be marked? What kind of color	8	did he already have the materials and tools that ar
9 (coding do you recollect?	9	listed on Exhibit 126 or did you have to stop at
10	A I believe they would mark the zone or area	10	stores to get those?
11 (for parts in yellow. And the skills had varying	11	A No, sir.
	colors and I don't recall what they are. I know sheet	12	He already had those and it was, we were
13 1	metal was red. The rest of them I can't recall.	13	set up to do the check at that time.
14	Q Other than being presented with	14	Q Let me ask you this.
	Exhibit 130, were you provided with any other	15	You see the first tool it says "horizontal
	documents at the time that Mr. Hensel and Mr. Azbell	16	stab restraining fixture?"
17 (came to your office at the Oakland hangar initially on	17	A Yes, sir.
	September 30th?	18	Q Do you know how many such restraining
19	A No, sir.	19	fixtures Alaska Airlines had at the Oakland facility
20	Q I take it that sometime two to three hours	20	back in September of 1997?
21 I	later someone came to get you?	21	A Best of my recollection, we had one.
22	A Yes. I believe It was Ron Azbell.	22	Q Did you, do you know whether or not do
23	Q Had you worked with Mr. Azbell before as an	23	you know strike that.
	inspector?	24	That horizontal stabilizing fixture, do you
25	A Yes.	25	know whether that fixture had been made by
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15 (Pages 54 to 57)

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	Michael Minette - Jul	ly 1.	1, 2002 (Volume I)
1	Alaska Airlines or acquired from some other source?	1	Q Now, are there other tools other than
2	A Acquired from somebody else I believe.	2	what's listed on the face of Exhibit 128, 126 that are
3	Q Do you know from whom?	3	needed in order to perform an end-play check?
4	A I think it's a Douglas part.	4	A Yes. sir.
5	Q Did you examine the restraining fixture on,	5	You need a calibrated torque wrench.
6	in September of 1997?	6	Q Any other tools other than those?
7	A To the extent of the installation of it.	7	A Um, you need - if you get down to the
8	yes.	8	basic tools, the mechanic needs his wrench to attach
9	Q Did you examine	9	the fixture and inspection will need a mirror and
10	Is a horizontal restraining fixture a tool	10	flashlights.
11	that needs to be calibrated?	11	Q Now, so you went up to the aircraft. Did
12	A No, sir.	12	you go up to the tail on a tail stand?
13	Q How do you know that?	13	A That's correct.
14	A It's just a fixture with two threaded	14	Q Now, in connection with the performance of
15	attaching ends. There is nothing there to calibrate	15	this end-play, the second end-play check, was
16	it either.	16	Mr. Minnette with you at all times throughout the
17	Q Now, this horizontal stabilizing fixture	17	test?
18	that was used for the second end-play test that you	18	MR. RUSHING: Mr. Azbell.
19	inspected in September of 1997, could you see both	19	MR. FRANKEL: I'm sorry. Mr. Azbell.
20	restraining threads through the restraining fixture?	20	MR. RUSHING: It's okay. It's late.
21	A Yes, sir.	21	THE WITNESS: Yes.
22	Q It also shows a dial indicator.	22	Q MR. FRANKEL: Want to start over?
23	Is a dial indicator a tool that needs to be	23	Let me start over.
24	calibrated?	24	Throughout each step that's listed on
25	A Yes, sir, they calibrate.	25	Exhibit 126 for the performance of the end-play check,
-			
	Page 58		Page 60
			was Mr. Azbell present with you for each step of the
1	Q In your capacity as an inspector do you examine the dial indicator to see whether or not it	1 2	test?
2		3	A Yes.
4	has been appropriately calibrated? A Yes, sir.	4	Q Okay.
5	Q How do you do that?	5	Are there certain steps of this test or
6	A I have a MIG-11 attached.	6	check that require the mechanic to go to the cockpit?
7	O A MIG-11 is what?	1 7	A Yes. You would have to go to the cockpit
8	A It's a small tag. And normally I believe	8	in order to set the trim in the proper position.
ğ	on the daily indicators will be either attached to the	ě	Q Would you accompany him to the cockpit to
10	box, in some cases to the indicator itself. Unless	10	do that?
11	they had there is two different sizes. But they	11	A I could. Sometimes I don't. Generally
12	are certification papers for the, to certification	12	will check on my way up, on my way to the back I'll go
13	sticker for the fact that it's been calibrated. It	13	up and make sure If they say everything is set
14	would be stamped by an inspector with the date of next	14	I'll go up and make sure it has the correct indication
15	calibration due.	15	In the cockpit. But it may or may not be together.
16	Q Do you know what go no go tool is?	16	Q Now, in connection with this test, the
17	A Yes, sir.	17	second test that you inspected, was there wasn't
18	Q And is that a tool that needs to be	18	another mechanic or person in the cockpit while you
19	calibrated?	19	and Mr. Azbell were at the tall as best you can
20	A No, sir.	20	recollect?
21	I might mention we didn't use the go no go	21	A No, str.
22	gauge.	22	O During the performance of the steps in this
	Q What	23	
23	•	24	that requires the mechanic to go to the cockpit;
23	A WE OUTING USE & ON THE SECTIO COPIES OF		
23 24 25	A We did not use it on the second check to the best of my knowledge. I don't recall.	25	correct?
24	the best of my knowledge. I don't recall.	25	
24		25	correct? Page 61

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	9C04 Michael Minette – Jul		· •
		,	
1	A That's true; correct.		installing it? It was already installed?
		2	A Correct.
2	Q Step number B1 also requires the mechanic		• • •
5	to go to the cockpit; does it not?	3	Q Had the clamp indicator mounting bracket to
	A Correct.	4	the jackscrew torque-to-retaining-nut set forth in
5	Q Step number A2 requires the mechanic and —	5	step five on page two of the exhibit, had that already
5	let me strike that.	6	been installed as well?
1	Does step number A2 require the mechanic to	7	A You're referencing step five?
ł	do anything or does that just require inspection?	8	Q Yes.
	A No, that just requires inspection.	9	A Yes, correct.
)	Q Step number one, A3, does that require the	10	Q What about step number 6; had that already
í	mechanic to go to the cockpit?	11	been accomplished by the time you got into the
2		12	aircraft with Mr. Azbell?
_	A Yes, sir.		
3	Q But doesn't require any inspection; is that	13	
4	correct? Or does it require inspection?	14	Q Now I take it that Am I correct that you
5	A It does if you go to 3A, it would require	15	did not take or obtain a separate task card, i.e. a
5	inspection.	16	blank 246-27000 task card that you would have stamp
7	Q 3A requires inspection.	17	as Mr. Bautista did on Exhibit 1267
B	Am I correct that while the mechanic is	18	A That's correct.
9	moving the control switches in step A1 that you, as an	19	Q Was there anything that precluded you from
D	inspector, would be back in the tail confirming that	20	doing that?
-	the upper Acme nut stop is at 12.2 degrees dimension?	21	the second s
1			A We have the MIG-4, which is going to list
2	A That's correct.	22	everything. And as long as we reference it to the
3	Q And that while the mechanic in step A3 is	23	task card, then we are correct in stating that we used
4	controlling the wheel trim switches and running the	24	
5	stabilizer in the nose down direction until shutoff	:25	Q And is that set forth in, anywhere in the
			- こうとうなどのないない。 こうこう そうしょう 非常な かくない 時間
	Page 62		· Page
1234567890123456789012345	functions, that you are then in the tail section confirming that the Acme nut stop is at 2.1 degrees dimension? A That's correct. Q And that when the mechanic, in this case Mr. Azbell, is controlling the trim wheel switches under step B1, that that is not a step that requires any inspection? A That's correct, no inspection required. Q Then as we move down to the next page of the exhibit, the second page, when he removes the various panels and opens the circuit breakers, does that require him to, in step 2 where he's opening circuit breakers, et cetera, does that require him to be in the cockpit, or is he in the tail doing that? A No sir, he would be in the cockpit. Q What about removing the panel and stabilizing faring to gain access to the work area? A He would be up on the tail stand for that. Q Now, when you got to the alrcraft with Mr. Azbell on September 30th to do the second check, had the horizontal stabilizer restraining fixture already been installed by Mr. Azbell? A Yes, sir. Q So you did not observe him actually	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 12 22 32 42 5	general maintenance manual that when you're doing re-check of an end-play task or any other kind of tes that has a task card, that you're not to complete a new task card? MR. RUSHING: Are those words stated in the general maintenance manual for Alaska? MR. FRANKEL: Yes. THE WITNESS: No, sir. Not that I'm aware of. Q MR. FRANKEL: When you went up to the tail with Mr. Azbell, what do you recollect being the first thing that you did when you got up to the tail with Mr. Azbell? A I checked the installation of the fixture and I checked the installation of the fixture that we did have a pre-load, which is required by step seven. Yeah, step seven. Q Did you notice whether there had, whether, could you notice whether strike that. Did it appear to you when you first arrived up on the tail with Mr. Azbell, did you inspect the jackscrew assembly from a visual perspective? A I can't recall that I looked it over completely. Q Did it appear to you that the jackscrew
	Page 63		Page

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17 (Pages 62 to 65)

		1	
1	assembly had been recently jubricated?	1	Q Okay.
2	A No.	2	In your typical practice back in September
3	Q You don't	3	of 1997 as an inspector when you were asked in task
4	Do you know one way or the other or you		cards, whether they were end-play checks or otherwise
5	just don't recollect?	5	to record information in your capacity as an
6	A Well, I will say this. From what I can	6	inspector, where would you typically record it?
7	remember, it does not appear to have been lubed in the	?	A On the task card if the task card had a
89	manner with which we are lubing them now. Q Can you explain what you mean by that.	8	place to record it. Q This task card has no place.
10	A Well, when the aircraft go out now there is	10	
11	grease all the way through the threads completely.	11	A Has no place, no, sir. Q In the absence of a place on a task card to
12	And it's generally coming out all over the nut and	12	record a dial Indicator reading, where, as best you
13	everything else. I mean, they are heavily lubed going	13	can recollect, would you have made such recordings in
14	out.	14	September of 1997?
15	I don't recall, to the best of my	15	A Probably would have made 'em on a piece if
16	recollection, that the threads now, I can't verify the	16	scratch paper.
17	nut -	17	Q Did you keep like a pad of scratch paper on
18	I'm sure that the threads were not	18	a clipboard?
19	completely coated in grease. That I can state.	19	A Generally you would have a clipboard that
20	Whether the nut itself had been lubricated,	20	would have scratch paper on it.
21	that, I don't know.	21	Q Now let's go to the next step. It says
22	Q Okay. Well, let's move on.	22	"apply 250 to 300 inch pounds of torque to the
23	You checked the gauges. You made sure they	23	horizontal stabilizer by shorting the restraining
24	were set for security. And you did this pre-indicator	24	fixture and record dial indicator readings."
25	probe or at least inspected the pre-indicator probe to	25	I take it that it's Mr. Azbell who applies
· ·			
1	Page 66		Page 68
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		1.1	
1	at least .100 inches. And it says "record dial	1	the torque to the stabilizer?
2	Indicator reading."		A Thete come of
	muicator reauniy.	2	A That's correct.
3	You see in step number 7?	23	Q And do you recall in this instance where
3 4	You see in step number 7? A Yes, sir.		Q And do you recall in this instance where between 250 to 300 inch pounds of torque Mr. Azbell
	You see in step number 7?	3	Q And do you recall in this instance where between 250 to 300 inch pounds of torque Mr. Azbell applied?
4 5 6	You see in step number 7? A Yes, sir.	3 4 5 6	Q And do you recall in this instance where between 250 to 300 inch pounds of torque Mr. Azbell applied? A I don't recall exactly, no.
4 5 6 7	You see in step number 7? A Yes, sir. Q Would it be you that would be recording the dial indicator reading as Mr. Azbell? A Well, either one of us could as long as we	3 4 5 6 7	Q And do you recall in this instance where between 250 to 300 inch pounds of torque Mr. Azbell applied? A I don't recall exactly, no. Q Do you recall approximately?
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18 (Pages 66 to 69)

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		1	
1	Q Then step 10 reflects that your going to	1	copy doesn't have Bates numbers, but it's a multi-page
2	then repeat steps 8 and 9 several times to ensure	2	document. And I would
3	consistent results within a thousandths of an inch;	3	MS. LIDDY: Steve, I have the Bates
4	correct?	4	numbers. Do you want those?
5	A Correct.	5	MR. FRANKEL: Yeah. My copy doesn't have
6	Q And how many times did Mr. Azbell apply in	• 6	Bates numbers.
7	accordance - I take it with what your typical	7	MR. RUSHING: Actually the problem, Mary,
8	practice would have been the 275 Inch pounds to the	8	is –
9	stabilizer as Indicated in step 8?	9	MS. LIDDY: You can mark this one.
10	How many times did you go through that	10	MR. RUSHING: That's a good idea.
11	process?	11	MR. FRANKEL: Let's just mark that. And
12	A Five times.	12	I'll get it copied over night.
13	Q Was that at your direction that you did it	13	MR. RUSHING: Thank you.
14	five times?	14	MR. FRANKEL: Mark as the next exhibit in
15	A Yes, sir.	15	order AA NTSB 080330 through 0800347, Mr. Minnette's
16	Q Is that	16	interview before the National Transportation Safety
17	Why did you choose five times?	17	Board on February 16th, 2000 as Exhibit 165.
18	A Well, it was three times would have been	18	And would I just ask Mr. Minnette to review
19	my norm. But it was on a re-check and I wanted to	19	this overnight so that we can expedite proceedings in
20	make very sure that we weren't getting any movement in	20	the mornings.
21	the indicator. And so I told Mr. Azbell, once we did	21	(Defendants' Exhibit 165
22	it three times, I said let's do it a couple more just	22	was marked for identification)
23	to verify it.	23	MR. RUSHING: We'll do that. Thank you.
24	Q Do you recall what the readings were that	24	Would you also just circulate even
25	you got during the five times that you had Mr. Azbell	25	though they're not Bates stamped - circulate copies
1	Page 70		Page 72
		-	
1		1	
1	check it?	1	for everyone. And we will get copies overnight. I
1 2		1 2	for everyone. And we will get copies overnight, I hope.
1 2 3	check it? A Yes, sir. They were all 33 thousandths. O Each one?	2	hope.
2	A Yes, sir. They were all 33 thousandths.		hope. Let's go off the record.
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2 3 4	A Yes, sir. They were all 33 thousandths. Q Each one? A Each one. Q Had you ever seen an end-play reading as	2 3 4	hope. Let's go off the record. MR. FRANKEL: Let's go off the record. THE VIDEOGRAPHER: This concludes the
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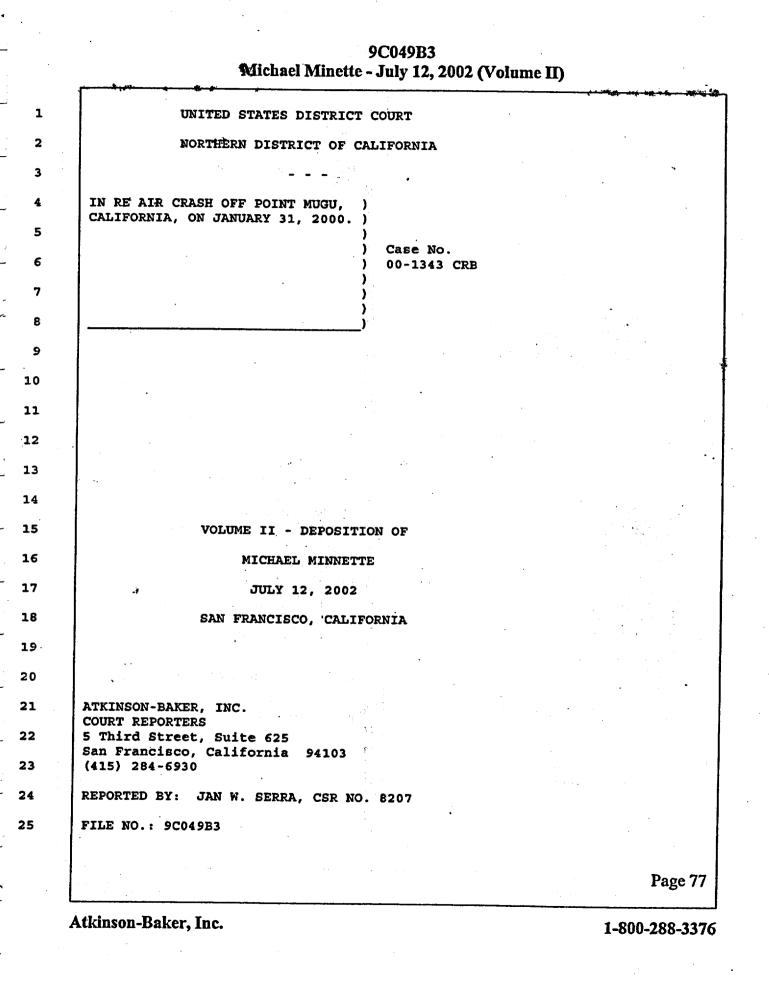
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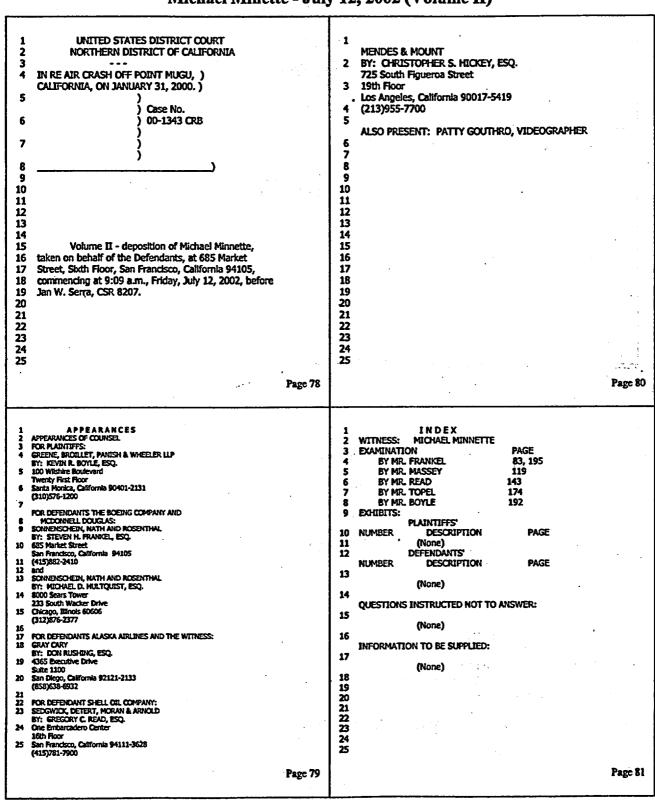
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		1	
1	THE VIDEOGRAPHER: This is the videotape	1	in the process of doing the second end-play check on
2	deposition of Michael Minnette, day two, taken on	2	September 30th of 1997.
3	behalf of the defendant the Boeing Company and	3	Do you recall that?
4	McDonnell Douglas Corporation in the matter of In Re	4	A Correct.
5	Air Crash Near Point Mugu on January 31st, 2000. This	5	Q Am I correct - do you recall whether it
6	case is venued in the United States District Court,	1.6	was you or Mr. Azbell that made the recordings of the
7	Northern District of California. The MDL docket	7	readings on a scratch pad or some other way?
8	number is 00-1343-CRB.	8	A No, sir, I don't recall which one of us
9	This deposition is being held at 685 Market	9	made any recordings. Or if we wrote them down even on
10	Street in San Francisco, California on July 12, 2002.	10	
11	The video operator is Missy Fortunato of PES Video	11	
12	Service. Main office in Fresno, California.	12	September 1997, when there was no place on the task
13	The court reporter is Jan Serra of	13	
14	Atkinson-Baker Court Reporting, located in Glendale,	14	
15	California. We are going on the record at	15	
16	approximately 9:09 a.m.	16	check goes relatively quick and it doesn't require a
17	Will counsel please state their appearances	17	memory.
18	for the record.	18	•
19	MR. FRANKEL: Steve Frankel, on behalf	19	make it official, so I would have to say no.
20	defendants the Boeing Company and McDonnell Douglas	20	Q With respect to the readings, let's just
21	Corporation.	21	
22	MR. HULTQUIST: Michael Hultquist, on	22	
23	behalf of the Boeing Company and McDonnell Douglas	23	
24	Corporation.	24	
25	MR. TOPEL: Marc Topel, PSC.	25	
		-	
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	•		•
1	MR. BOYLE: Kevin Bovle, PSC.	1	I fust want to make sure that the record is
1	MR. BOYLE: Kevin Boyle, PSC. MR. RUSHING: Good morning. Don Rushing on	1	I just want to make sure that the record is clear, but I thought you testified vertex at least
2	MR. RUSHING: Good morning. Don Rushing on	2	clear, but I thought you testified yesterday, at least
2 3	MR. RUSHING: Good morning. Don Rushing on behalf of Alaska Airlines.	2 3	clear, but I thought you testified yesterday, at least with respect to the end-play check that's set forth in
2 3 4	MR. RUSHING: Good morning. Don Rushing on behalf of Alaska Alrlines. MR. MASSEY: Chris Hickey, on behalf of	2 3 4	clear, but I thought you testified yesterday, at least with respect to the end-play check that's set forth in step 11, that your readings were identical each time
2 3 4 5	MR. RUSHING: Good morning. Don Rushing on behalf of Alaska Airlines. MR. MASSEY: Chris Hickey, on behalf of Equilon.	2 3 4 5	clear, but I thought you testified yesterday, at least with respect to the end-play check that's set forth in step 11, that your readings were identical each time the test was performed; that is, each time the
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3 (Pages 82 to 85)

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Michael Minette - July 12, 2002 (Volume II)

1	Q Not the go no go tool?	1	the best of my recollection.
2	A No, sir.	2	Q Do you recall in sum or in substance what
3	Q Now, after you had done both the free-play	3	he said at that time when he was on the tail as the
4	and end-play check, or Mr. Azbell had done the	4	test was being completed?
5	free-play and end play checks five times, what if	5	A No, nothing other than he was wanting to
6	anything did you do after those tests were completed?	6	know what the results were for his turnover.
7	What was the next thing, if anything, that	7	Q Did you tell him what the results were or
8	you did concerning this test?	8	did Mr. Azbell?
9	A I believe I told Mr. Azbeli to finish up	9	A I know I did. I believe we probably both
10	the paperwork and bring it to me and we would take	10	did.
	care of the signoffs. It was getting towards shift	11	Q What did you tell him as best you can
11	end.	12	recollect?
-		13	· · ·
13	Q So that would have been approximately what		A Best I can recollect was just giving him
14	time?	14	the, that we had a passing measurement of 33
15	A I would - it would be hard to say. But I	15	thousandths.
16	know - if I remember correctly the sun was just	16	Q What, if anything, did Mr. Hensel say in
17	starting It was probably close to five o'clock in	17	response?
18	the morning.	18	A That, I don't remember.
19	Q You went back to your office?	19	Q Was that the extent of your discussion with
20	A Yes, sir.	20	Mr. Hensel, simply reporting on the results of the
21	Q Did you have any further conversation with	21	passing measurement of .033?
22	Mr. Hensel about this second end-play test?	22	A I don't recall any specifics if there was
23	You mentioned that he had come to your	23	anything else stated or not.
24	office with Mr. Azbell sometime in the 1 or 2 o'clock	24	Q Apart from Mr. Hensel being present at the
25	a.m. period of September 30th to ask you to do the	25	end of the test on the tail with you and Mr. Azbell,
·			
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	a contra de la maioria de la contra de la co		•
1	second end-play test.	1	was anyone else that you can recollect present on the
2	After you had that conversation with	2	aircraft on the tail stand other than you, Mr. Azbell
3	Mr. Hensel, did you have another conversation with him	3	and Mr. Hensel at the end of the check?
4	during the graveyard shift on September 30th	4	A I'm sure there were other people on the
5	concerning the second end-play test or the results of	5	aircraft someplace. But I don't recall there was
6	the second end-play test?	6	anybody on the tail stand.
7	A As far as I can recall, yes, there was a	7	O Other than reporting the results to
8	short conversation giving him the results of the tests	8	Mr. Hensel, do you recall and obviously discussing
1 1	because he was, he had to get ready for his turnover.	ğ	the test as it was proceeding with Mr. Azbell as it
9	I remember that.	10	was going on do you recall whether you spoke with
10			anyone eise about this second end-play test on
11	Q Where did that conversation take place?	12	September 30th from the time you were first asked to
12	Was that in your office or in some other	13	perform it until the time you completed it?
13	location?		•
14	A No. No. I think it was up on the tail	14	A No, sir.
15			Q Did you then return to your office after
	stand.	15	At a back sume committee of and some find also a the months
16	Q Was Mr. Hensel present while the second	16	the test was completed and you had given the results
17	Q Was Mr. Hensel present while the second end-play check was being performed?	16 17	to Mr. Azbell?
17 18	Q Was Mr. Hensel present while the second end-play check was being performed? A I don't recall that he was there for the -	16 17 18	to Mr. Azbell? A I believe so.
17 18 19	Q Was Mr. Hensel present while the second end-play check was being performed? A I don't recall that he was there for the I don't recall him going up initially with Mr. Azbell	16 17 18 19	to Mr. Azbell? A I believe so. Q With respect to the test, what is the next
17 18 19 20	Q Was Mr. Hensel present while the second end-play check was being performed? A I don't recall that he was there for the I don't recall him going up initially with Mr. Azbell and myself.	16 17 18 19 20	to Mr. Azbell? A I believe so. Q With respect to the test, what is the next event you recall concerning the completion of this
17 18 19 20 21	Q Was Mr. Hensel present while the second end-play check was being performed? A I don't recall that he was there for the I don't recall him going up initially with Mr. Azbell	16 17 18 19 20 21	to Mr. Azbell? A I believe so. Q With respect to the test, what is the next event you recall concerning the completion of this end-play test that took place on the graveyard shift
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4 (Pages 86 to 89)

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1 2 3 4 5 6 7	went across the floor. But I don't remember if that was it was just before I was leaving. Q Do you recall what if anything you said or they said to you? If not the precise words the substance. A The substance of it was that we did the check and it was 33 thousandths is what we got. And	1 2 3 4 5 6 7	the test was completed? A Yes, sir. It wasn't too long after I got back there. I don't recall the time. I know it was It was obviously before I left because I told him It had to be done before we got off shift as far as filling it out. I remember that. Q So sometime near the end of the shift,
8	that was pretty much, as far as I can recall, any	8	before run into Mr. Bautista, am I correct that
Ĭ	major — I mean it was nothing — I don't remember the	9	Exhibit 130 is returned to you and is it fully signed
10		10	off above the line where it says "final inspection by
11	Q And you don't recall who you made those	11	back?"
12	comments to?	12	Did it have Mr. Azbell's signature on it
13	A Well, I believe one might - well, I'm	13	when you next saw it and Mr. Hensel's in the "reviewed
14		14	by" box?
15	didn't get into - Lito Bautista - and I believe I	15	A Yes, sir.
16	did see him that morning.	16	And I don't recall if it was prior to or
17	Q This is as your shift was ending? A Right.	17	after Mr. Bautista, when I met him. I don't recall. Q So you could have ran into Mr. Bautista
10	Q You ran to Mr. Bautista?	19	before you actually saw Exhibit 130 ngain?
20	A Right.	20	A Correct.
21	Q Who was an inspector on the day shift at	21	Q What if when you received Exhibit 130,
22	that time?	22	do you recall whether it was one page or a multi-page
23	A That's correct.	23	MIG-4 at that time?
24	But I don't recall - I didn't run - we	24	A It was two-page.
25	just happened to meet he was on his way to either	25	Q Two pages?
	Page 90		Page 92
1	the time clock or whatever.	1 1	A Yeah.
2	And If I remember correctly he asked me if	2	Q A white copy and
3	we redid the test, and I said yes and we got 33	3	A A white copy and a manila copy.
4	thousandths.	4	Q When you had seen it initially on, in the
5	And that is basically all I remember of	5	early morning hours of September 30th, 1997, had it
6	talking to Lito at all.	6	just been the manila copy that you had seen initially?
7	Q Did Mr. Bautista say anything to you in	7	A Yes, sir.
8	response?	8	Q So now you had seen the white copy was
9	A I'm sure he may have. But I don't recall	9	married, if you will, to the manila copy when you next
10	exactly.	10	saw it after coming off the aircraft?
11	Q Do you recall any substance of what he would have said?	11 12	A Correct. Q Did Mr. Azbell just drop it off or did he
13	A No.	13	wait for you to do something with it?
14	I know he said they got 40. And he had	14	A That, I don't recall.
15	written the MIG I believe. But I don't recall - I	15	Q Do you recall what you did with Exhibit 130
16	don't want to speculate on what was said because I	16	once you received it sometime near the end of the
17	don't remember it that well. It was very short. We	17	shift?
18	didn't spend a lot of time on It.	18	A I would stamp it, put my number on it, take
19	Q So this was a you happen to run into him	19	It back into the production control and close it out
20	as he was coming on to his shift and you simply	20	in the book.
21	exchanged information concerning your test and his	21	Q Do you recall who, whether it was
22	result in passing?	22	Mr. Azbeil or Mr. Hensel that brought the form, the
. 23	A Yes.	23	MIG-4, on September 30th back to you?
24	Q After returning to your office did	24	A Prior to me signing it of?
25	Mr. Azbell return with Exhibit 130 at some point after	25	Q Yes.
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	A That I don't recall. I believe it was	1	anyone else, either on September 30th of 1997 or at
2	Mr. Azbell. But I can't really verify that because	2	any time immediately thereafter, where you tried to
3	the lead will do it sometimes.	3	understand why two end-play tests were done apparently
4	Q After you put your, what is the, what is	4	multiple times in each case and these different
5	your understanding as far as Alaska Airlines practices	5	readings were obtained?
6	back in September of 1997 is represented by you	6	A I believe I mentioned it to Manny Diaz
7	placing your stamp and Artic number in the final	7	that, what the difference - but I never - that there
8	Inspection by back box in the bottom left-hand corner	8	was the difference.
l õ	of Exhibit 130?	9	But I don't recall ever being, getting into
10	MR. RUSHING: Objection. It's vague.	10	a discussion specifically with anybody as to why those
10	Are you asking what his stamp in the lower	11	differences occurred. And to the best of my
		112	knowledge, nobody ever offered up any opinions.
12	left-hand corner signifies in the 1997 time frame?	13	Q. Mr. Diaz was in what position when you had
13	MR. FRANKEL: No.		Q Mr. Diaz was in what position when you had this discussion with him?
14	I thought my question was that - I said:	14	•
15	What is your understanding as far as Alaska Airlines'	15	A He was a supervisor.
16	practices back in September of 1997 as represented by	16	Q Supervisor of inspections?
17	him placing his stamp and Artic number in that field?	17	A Inspections, correct.
18	MR. RUSHING: Thanks.	18	Q Was he the supervisor on the day shift or
19	THE WITNESS: By me placing my stamp on the	19	on the graveyard shift?
20	final inspection by back box I'm stating that I	20	A If memory serves me correctly, Manny Diaz
21	witnessed or reviewed the check, been through the	21	was supervisor on graveyard shift. But at that
22	check or been through the repair, whatever it happens	22	particular time of this I believe he was, he came in
23	to be, and I certify that it's certifiable; that it's	23	on a day shift, for what reason I don't know what, but
24	correct.	24	that happens a lot; supervisors where, they get moved
25	Q Now, you understood at the time that, after	25	around. Because I did see him in the morning.
	Page 94	:	Page 96
 		 	
			• • • • • • • • • • • • • • • • • • •
1	you received the results of .033 that there was a		Q So is it your recollection that you had
2	difference of seven thousandths between what	2	this discussion with Mr. Diaz sometime at the end of
3	Mr. Bautista reported in his discrepancy on	3	your shift or the beginning of his shift on the
4	Exhibit 130; didn't you?	4	morning of September 30th, 1997?
5	A Correct.	5	MR. RUSHING: Objection. Misstates the
6	Q Did you talk with anyone to try to get		
7		6	witness' testimony.
	an understanding as to what the difference of 7	7	witness' testimony. THE WITNESS: Yes, I think I did talk with
8	an understanding as to what the difference of 7 thousandths of an Inch would be caused by?	-	witness' testimony.
8 9		7	witness' testimony. THE WITNESS: Yes, I think I did talk with Manny on the morning of the 30th. Q MR. FRANKEL: Other than
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6 (Pages 94 to 97)

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1	check was good. And I said yes.	1	months?
2	And that's kind of where we parted. He	2	A I thought it was 13 months, but - I know
.3	went to the briefing as far as I can remember. That's	3	it was just over a year's period of time.
4	about all I can remember out of that conversation. It	4	Q Do you know that - Are you aware that at
5	was very short also.	5	some point it was 13 months and it changed from 13
*6	Q And Mr. Diaz was the only other person	• 6	months to 15 months at some time during the late
7	present, apart from yourself, that would have heard or	7	1990s?
8	participated in that conversation?	8	A It could have. I'm not aware of that, no.
9	A Yes, sir.	9	Q So at least accepting your numbers, the
10	Q Did you then leave for the day or did you	10	end-play check on this jackscrew assembly, if it
11	do anything else that you can recollect specifically	11	occurred every other C-check, it would not be checked
12	as it references Exhibit 1307	12	again for approximately 26 months; is that correct?
13	A I believe I had already taken care of the	13	A That's correct.
-14	paperwork at that time. I'm not positive of that	14	Q Now, we had marked yesterday the statement
15	though.	15	that, or interview that you provided to the National
-16	It wasn't that long after that that I left	16	Transportation Safety Board as Exhibit 165. And I
17	to go home. But it was - I don't remember if this	17	asked you while you recessed at the end of the day
18	paperwork was completed from our standpoint at that	18	yesterday, today hopefully have a chance to look at
19	time or if it was completed prior to me seeing	19	that and that I would have some questions concerning
20	Mr. Diaz. My time frame is off. I don't know.	20	it here this morning.
21	Q After you left on September 30th, I think	21	Did you have an opportunity to review the
22	you testified yesterday the next day, which would have	22	transcript of your interview, Mr. Minnette?
23	been the graveyard shift that would have started on	23	A Yes, sir.
24	the evening of September 30th but ended on October 1st	24	Q I take it that you recall having been
25	and the graveyard shift that would next precede that	25	Interviewed by the NTSB back in February of 2000; is
	Page 98		Page 100
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1	or would next follow that, I should say, that would	1	that correct?
1 2	begin on the evening of October 1st and end on	2	A That's correct.
	begin on the evening of October 1st and end on October 2nd, that those, as best you could recollect,	-	A That's correct. Q Prior to giving this testimony and I
2 3 4	begin on the evening of October 1st and end on October 2nd, that those, as best you could recollect, would have been your days off?	2 3 4	A That's correct. Q Prior to giving this testimony and I think you testified yesterday that you did have did
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2 3 4	begin on the evening of October 1st and end on October 2nd, that those, as best you could recollect, would have been your days off? A I believe so, yes. Q Do you have any recollection of having any	2 3 4	A That's correct. Q Prior to giving this testimony and I think you testified yesterday that you did have did you have meetings with counsel for Alaska Airlines prior to the time that you sat for this interview?
2 3 4 5	begin on the evening of October 1st and end on October 2nd, that those, as best you could recollect, would have been your days off? A I believe so, yes. Q Do you have any recollection of having any discussions concerning this end-play check or the MIG,	2 3 4 5 6 7	A That's correct. Q Prior to giving this testimony and I think you testified yesterday that you did have did you have meetings with counsel for Alaska Alriines prior to the time that you sat for this interview? A Yes, sir.
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2 3 4 5 6 7 8 9	begin on the evening of October 1st and end on October 2nd, that those, as best you could recollect, would have been your days off? A I believe so, yes. Q Do you have any recollection of having any discussions concerning this end-play check or the MIG, or this MIG-4, Exhibit 130, with anyone after, at any time after your shift ended and you returned home on	2 3 4 5 6 7 8 9	A That's correct. Q Prior to giving this testimony and I think you testified yesterday that you did have did you have meetings with counsel for Alaska Airlines prior to the time that you sat for this interview? A Yes, sir. Q But nobody else? A No, sir.
2 3 4 5 6 7 8	begin on the evening of October 1st and end on October 2nd, that those, as best you could recollect, would have been your days off? A I believe so, yes. Q Do you have any recollection of having any discussions concerning this end-play check or the MIG, or this MIG-4, Exhibit 130, with anyone after, at any time after your shift ended and you returned home on September 30th, 1997?	2 3 4 5 6 7 8 9 10	A That's correct. Q Prior to giving this testimony and I think you testified yesterday that you did have did you have meetings with counsel for Alaska Alriines prior to the time that you sat for this interview? A Yes, sir. Q But nobody else? A No, sir. Q The answers that you provided to the NTSB
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Atkinson-Baker, Inc.

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7 (Pages 98 to 101)

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

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1	Q When did that occur?	1	walk around and checking that all the doors were
Z	A I don't remember the date.	2	closed. And they asked me if I had checked, if I
3	I was there when they did it. I was just	3	opened the doors to check anything. And I said no
4	coming off shift and I had to stay for a while. But I	4	because I would have voided out the individual
5	don't remember the exact date.	. 5	signature that said he closed them all. All I went
6	Q Do you recall whether that happened prior	1 6	around was and checked that all the doors were closed
7	to the crash of Alaska Flight 261 or after?	7	before departure on the aircraft. (sic) And I don't
8	A I believe it was prior.	8	remember what the aircraft number was.
9	Q In respect to September 30th, 1997, which	9	Q Do you recall who asked you about that
10	is the date of the MIG-4 that we have been talking	10	incident?
1 11	about that you were involved in	1 ii	A It was a lawyer I believe.
12	A Correct.	12	Q For Alaska Airlines?
13	Q - performing the second end-play check	13	A Uh, I think. I'm assuming that's who it
14	and the crash of Alaska Airlines Flight 261 on	14	was, yes.
15	January 31st, 2000, can you help us narrow the scope	15	Q Apart from your understanding of
16	of when, between the end of September 1997 and the end	16	proceedings or an investigation being pending against
17	of January 2000, the FAA and the FBI showed up at	17	Mr. Diaz, are you aware of any investigations of any
18	Hangar 6 while you were there during the graveyard	18	sort that are pending against any other Alaska
19		19	employees at Hangar 67
20	A I don't remember the date. I don't even	20	
21	remember the year that they came in.	21	guess you spoke with yesterday - I don't know if he's
22	Q You know that it was - I take it after	22	under one now or if it's done or what is involved with
23	September 30th 1997 that the FBI arrived, the FBI and	23	that.
24		24	I guess that was with John Leotine also.
25	C-check, I mean the end-play test?	25	And I believe John Nanny I think was
		1	And a ballete soluti hainiy a balk was
	Page 106	· .	Page 108
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		1	· · · · · · · · · · · · · · · · · · ·
	- <u></u>		· · · · · · · · · · · · · · · · · · ·
1	A I believe so. I'm not positive on any	1	another one. All supervisors.
1 2	A I believe so. I'm not positive on any date.	1 2	another one. All supervisors. O John Nanny?
	· · · · · · · · · · · · · · · · · · ·	2	another one. All supervisors. Q John Nanny? A Yes.
2	date.		Q John Nanny? A Yes.
2 3	date. Q When you say that this involved	23	Q John Nanny? A Yes. Q What shift did he work on?
2 3 4	date. Q When you say that this involved Mr. Leotine, what does your reference to Mr. Leotine	2 3 4	Q John Nanny? A Yes. Q What shift did he work on? A He's always been days I believe.
2 3 4 5	date. Q When you say that this involved Mr. Leotine, what does your reference to Mr. Leotine have to the FAA, FBI arriving at the Oakland facility sometime between September 30th '97 and January 31st,	2 3 4 5	Q John Nanny? A Yes. Q What shift did he work on? A He's always been days I believe. Q Are you aware of anyone eise that either
2 3 4 5 6	date. Q When you say that this involved Mr. Leotine, what does your reference to Mr. Leotine have to the FAA, FBI arriving at the Oakland facility	2 3 4 5 6	Q John Nanny? A Yes. Q What shift did he work on? A He's always been days I believe. Q Are you aware of anyone else that either has had proceedings and investigation by the FAA or
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	date. Q When you say that this involved Mr. Leotine, what does your reference to Mr. Leotine have to the FAA, FBI arriving at the Oakland facility sometime between September 30th '97 and January 31st, 2000?, A Well, the only thing Tm aware of is that I was told that some papers had been taken to the FAA which supposedly were incomplete or whatever. And that's what caused this investigation to start. And supposedly, from what I understand or what I was told, Mr. Leotine was the one who took the papers. Q Who told you that? A Oh, I don't have any idea. I mean, that was going around the hangar. Q Did you ever speak with Mr. Leotine about those allegations? A No, sir. Q Do you know what in any specific terms this incomplete documentation or paperwork referenced? A No. Except for one call that I got from somebody asking me about an item I had stamped off on one of the task cards, which was I believe a final	2 3 4 5 6 7 7 8 9 9 100 111 122 133 144 155 166 177 18 19 200 211 222 233 24	Q John Nanny? A Yes. Q What shift did he work on? A He's always been days I believe. Q Are you aware of anyone else that either has had proceedings and investigation by the FAA or FBI pending or concluded against them concerning any matters at Hangar 6 at the Alaska Airlines facility? A No, sir. Q Now let me direct your attention to page eight of your statement. It's the questioning beginning on line 10. Mr. McGill: "If it were at 40 thousandths, when would be the next time that would be rechecked; do you know?" Mr. Minnette: "I believe if I can, if I may, my memory serves me correctly, it is every other C-check." Mr. McGill: "Okay." Then Mr. Minnette: "For Alaska Airlines" And Mr. McGill: "So that would put it about 30 months; is that correct?"

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9 (Pages 106 to 109)

1	today, Mr. Minnette, that a C-check takes place every	1	other people who participated in these checks and
2	15 months, or is it every 13 months?	2	tests whose memory is not very good. I mean they know
3	A Well, I don't know the exact date. But,	3	that they signed documents and things of that sort.
4	which is why I said roughly, yes.	4	Can you try to explain for us why you have
5	At some time slightly over two years it	5	such a clear recollection of these events?
6	comes back again. I know that.	6	MR. RUSHING: Object to the
7	I know - I'm not sure of the exact months.	7	characterization that preceded the ultimate question
8	Like I told you this morning, I thought it was 13. I	8	as argumentative and improper summary and stating
9	don't know that it has an exact date. I believe they	9	facts not in evidence nor that will be in evidence.
10	are based on hours.	10	Go ahead and answer, sir. Why do you have
11	Q Let me direct your attention then to page	11	such a clear recollection of these events?
12	13 of your statement. And I'm focusing on line 17	12	A I don't really know. Certain events stand
13	through 20.	13	Out.
13	-	14	MR. TOPEL: I'm sorry. What stands out?
	A (Complying)	15	· · · · · · · · · · · · · · · · · · ·
15	Q On, it's a question that Mr. Leslie poses		THE WITNESS: I say, certain events will
16	to you on line 17: "Were the readings all five times	16	stand out throughout time.
17	exactly the same, do you recall?"	17	At the time that we did this check, other
18	Mr. Minnette: "I don't recall. To the	18	than the fact that we had the seven thousandths
19	best of my knowledge, I would have to say so."	19	difference, nothing really stood out.
20	Mr. Leslie: "That they were?"	20	As time goes on - I mean little things
21	Mr. Minnette: "That they were."	21	come back at different times. I might be driving down
22	Your testimony here today was that you	22	the highway or doing anything and but this has
23	appeared to be certain today that the readings were	23	played on my mind for a long time. And If, you
24	.033 precisely each of the five times that the second	24	know — we didn't in my mind, as far as the check and
25	end-play test was performed. And you seemed to be	25	everything went, nothing was done wrong. In my mind,
	Page 110		Page 112
	•		
1	somewhat uncertain about that back in February of	1	both checks were valid. Both were good checks.
1	somewhat uncertain about that back in February of 2000.	1	both checks were valid. Both were good checks. O MR. FRANKEL: The first check and
2	2000.	2	Q MR. FRANKEL: The first check and
2 3	2000. A That's correct.	2 3	Q MR. FRANKEL: The first check and A The first check and the second check. And
2 3 4	2000. A That's correct. And the reason I say that is because I was,	2 3 4	Q MR. FRANKEL: The first check and A The first check and the second check. And I can't say from my knowledge at that time that one
2 3 4 5	2000. A That's correct. And the reason I say that is because I was, the pressure was great. And I know we got 33	2 3 4 5	Q MR. FRANKEL: The first check and A The first check and the second check. And I can't say from my knowledge at that time that one was more correct than the other one or wrong.
2 3 4 5 6	2000. A That's correct. And the reason I say that is because I was, the pressure was great. And I know we got 33 thousandths on that.	2 3 4 5 6	Q MR. FRANKEL: The first check and A The first check and the second check. And I can't say from my knowledge at that time that one was more correct than the other one or wrong. Q Since I want to focus on the period after
2 3 4 5 6 7	2000. A That's correct. And the reason I say that is because I was, the pressure was great. And I know we got 33 thousandths on that. I mean, it takes some time and it's taken	2 3 4 5 6 7	Q MR. FRANKEL: The first check and A The first check and the second check. And I can't say from my knowledge at that time that one was more correct than the other one or wrong. Q Since I want to focus on the period after the crash, have you been involved in doing inspections
2 3 4 5 6 7 8	2000. A That's correct. And the reason I say that is because I was, the pressure was great. And I know we got 33 thousandths on that. I mean, it takes some time and it's taken me a lot of time to deal with this. But I'll stand	2 3 4 5 6 7 8	Q MR. FRANKEL: The first check and A The first check and the second check. And I can't say from my knowledge at that time that one was more correct than the other one or wrong. Q Since I want to focus on the period after the crash, have you been involved in doing inspections of end-play tests since the crash of Alaska Airlines
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1	The go and no go gauge is there no more.	1	A No, sir.
2	We do strictly a stop limits check in which the stop	2	Q Did you ever hear anyone at Alaska Airlines
3	is run the full nose up, make sure the stops don't	3	communicate that the end-play check was a difficult
4	contact. Full nose down, make sure the stops don't	4	task to perform properly?
5	contact.	5	A I believe I heard that a few times during,
6	The lubrication procedure has changed. I	• 6	primarily during setup because it was very difficult
7	know there is no more brush, brush on, as I've heard	7	to set up.
8	told that we used to do. Now they fill up the threads	8	Q Apart from difficulty in setting it up, did
9	with grease and then run the jackscrew through cycle.	9	you hear anyone ever question the difficulty of
10	Q Let me stop you there.	10	actually performing the test once the setup was
11	When you say that I know there is no more	11	accomplished?
12	brush on as I have heard told that we used to do, now	12	A No, sir.
13	they fill up the threads with grease and then run the	13	Q Now, was there a change - also after the
14	jackscrew through	14	crash, Mr. Minnette - in terms of the restraining
15	A - through the cycle -	15	fixture that was used to perform the test?
16	Q through the cycle. Tell me what you	16	A We did have some other fixtures made. I
17	understood the practice was before the crash and how	17	don't recall where they were made. They were
18	it's now changed.	18	apparently one of our machine shops. And I believe
19	A Well, I had never seen the lube card	19	they were used on a few occasions. I don't recall, I
20	specifically. But there was never large amounts of	20	think it was more right after the crash when we were
21	grease on anything. It was all injected at the	21	going through several of 'em.
22	bearings. I don't recall ever seeing any that had a	22	And they didn't, they weren't around very
23	large overflow of grease.	23	long, but they were the solid thread types where you
24	And the jackscrew now, they just put it on	24	couldn't see the ends, like the Douglas fixture has;
25	by hand and they just run it completely down the	25	the red fixtures.
1	• • • • •		
	Page 114		Page 116
<u> </u>			
1		1	
1	threads to make sure that everything is well lubed.	1	Q So the threads in the restraining fixture,
2	Q Is this in connection with performing an	2	there is two threads in the middle of the restraining
	Q Is this in connection with performing an end-play test or is this in connection with doing the	23	there is two threads in the middle of the restraining fixture; is that right?
2 3 4	Q Is this in connection with performing an end-play test or is this in connection with doing the lubrication of the jackscrew assembly?	2 3 4	there is two threads in the middle of the restraining fixture; is that right? A The end's threaded into the fixture, yes.
2 3 4 5	Q Is this in connection with performing an end-play test or is this in connection with doing the lubrication of the jackscrew assembly? A Well, that's a lubrication of the	2 3 4 5	there is two threads in the middle of the restraining fixture; is that right? A The end's threaded into the fixture, yes. Q And my understanding of what you're
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Atkinson-Baker, Inc.

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11 (Pages 114 to 117)

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1	restraining fixture that was used to perform the	1	A Yes, sir.
2	end-play check, the second end-play check and	2	Q. Who is the head of quality control
3	presumably the first end-play check - since you only	3	department today at the Alaska Oakland facility?
4	had one do you know what happened to that fixture?	4	A Al Weirholt.
5	A To the best of my knowledge, it's still at	5	Q Do you recall who that person was in the
6	the hangar.	6	fall of 1997?
7	Q Never heard that it broke or got destroyed?	7	A That would be Johnny Baker I believe.
8	A No, sir.	8	Q In the fall of 1997 did you have any
9	Q Do you know what happened to the	9	discussions with Mr. Baker regarding the events we are
10	Alaska-fabricated fixtures that were used for a short	10	talking about this morning?
11	period of time after the crash; the ones where you	11	A No, sir.
12	couldn't see the two threads?	12	Q You have been an A and P for, I think it's
13	A No. I haven't seen those in a long time.	13	about 16 years, since 1985, correct?
14	I don't know what happened to 'em.	14	A Since January of '85. Which would be
15	Q Did you become aware that the FAA issued an	15	about, is that 17 and a half years?
16	order grounding Alaska's fleet because of the use of	16	Q Seventeen years.
17	these Alaska tools?	17	And you've certainly received a fair amount
18	A No, sir.	18	of training both on the job and classroom regarding
19	MR. FRANKEL: At this time I have no	19	A and P skills; right?
20	further questions of the witness but reserve my	20	A Correct.
21	rights to recall him in view of Alaska's incomplete	21	Q And one of those skills is lubrication
22	production and the pendency of the NTSB investigation.	22	skills; right?
23	MR. RUSHING: Let's take a break. We've	23	A That's correct.
24	been going about an hour.	24	Q And part of the lubrication skills is
25	THE VIDEOGRAPHER: We are off the record at	25	skills in applying grease; correct?
	Page 118		Page 120
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1		i i	
	40-40 - N		1. Compt
1	10:13 a.M.	1	A Correct.
2	(Recess taken)	2	Q And you have used grease guns probably
2	(Recess taken) THE VIDEOGRAPHER: We are back on the	23	Q And you have used grease guns probably hundreds of times; right?
2 3 4	(Recess taken)	234	Q And you have used grease guns probably hundreds of times; right? A No, sir. Not really.
2 3 4 5	(Recess taken) THE VIDEOGRAPHER: We are back on the record at 10:31 a.m.	2 3 4 5	Q And you have used grease guns probably hundreds of times; right? A No, sir. Not really. Q Have you ever been involved in aircraft
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12 (Pages 118 to 121)

1	Fairchild. And we worked on Beech 99s.	1	A I would say it's pretty well known, yes.
2	Q MR. MASSEY: Have you ever done any	2	Q It's good operating practice; right?
3	lubrication at Alaska Airlines?	3	A Yes, sir.
4 :	A No. sir.	4	Q Did you ever take any strike that. You
5	Q Have you ever had any training -	5	didn't.
6	What training have you had with regard to	• 6	You took a general familiarization class on
7	using grease, if any?	7	MD-80 type aircraft at Alaska Alrlines; did you not?
8	MR. RUSHING: At Alaska Alrlines?	8'	A Yes, sir.
9	Q MR. MASSEY: No, generally what training	9	Q Was any part of that training, did any part
10	strike that.	10	of that training deal with lubrication?
11	What training have you received with regard	11	A I don't recall.
12	to lubrication grease during your A and P career?	12	Q Is one of your responsibilities as an
13	MR. RUSHING: Objection. It's overly	13	Inspector
14	broad, vague.	14	Did you say lead inspector?
15	THE WITNESS: I have to say that it would	15	A Lead inspector, yes.
16	be the training for, initial training for my A and P	16	Q Is one of your responsibilities as lead
17	license and any which I may have had while with	17	inspector at Alaska Airlines to know the
18	Pioneer, which I don't recollect any specific	18	Alaska Alriines general maintenance manual procedu
19	training.	19	for filling out paperwork?
20	Q BY MR. MASSEY: During your initial	20	A Yes, sir.
21	training during your A and P license did they ever	21	Q In fact, you have to know it fairly well
22	teach you at A and P school that you should not mix	22	because you are, when you put your inspector's star
23	different types of greases?	23	on certain paperwork you are verifying that it's done
24	A Yes, sir.	24	in accordance with Alaska's GMM; correct?
25	Q Okay.	25	A Correct.
	Page 122	ĺ	-
1	And that's been your practice since you	1	Q As well as the federal aviation
2	went to A and P school; right?	2	regulations?
3	MR. RUSHING: Objection. Lacks foundation.	3	A Correct.
4	Misstates the witness' testimony.	4	Q Prior to the end-play check which you
5	Q MR. MASSEY: Let me ask a different	5	witnessed in the fall of 1997 or acted as inspector
6	question here.	6	for in the fall of 1997 on Aircraft 963, had you ever
7	On those occasions when you were	7	before been asked to do a recheck on any end-play
8	lubricating aircraft with grease you knew that, based	8	check involving a jackscrew on an MD-80?
9	upon your A and P training, that you were not to mix	9	A No, str.
	different types of greases; correct?	10	Q Do you know if would you be in an
11	A That's correct.	11	position to know if any other inspectors had ever do
12	Q And you knew that prior to 1997; right?		a recheck on an end-play check strike that. It's
13	A Correct.	13	coming out bad.
14	Q In fact, that's a generally held principle	14	Would you know, sir had you ever
	for A and P mechanics; correct?	15	strike it.
16	MR. RUSHING: Objection. Vague.	16	Have you ever become aware of any other
17	Q MR. MASSEY: The fact that you shouldn't	17	re-checks of end-play checks done on jackscrews pr
	mix greases?	18	to the accident we are talking about today?
19	A Yes, sir.	19	A No, sir.
20	Q In fact, any A and P worth his sait knows	20	(Off-the-record discussion)
	that; right?	21	Q MR. MASSEY: Mr. Minnette, excuse me for
22	MR. RUSHING: Objection. Argumentative.	22	jumping around a little bit. But I just wanted to
	Vague.	23	talk to you about a few things that Mr. Frankel talke
24 👘	Q MR. MASSEY: It's pretty well known in the	24	to you about. I believe that you said that after the
	industry?	25	

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13 (Pages 122 to 125)

	1	second, after the recheck which you performed on		A I guess basically, if you looked at it that
	2	Aircraft 963 in the fall of '97 that you had a	2	way. I guess that's basically what I'm doing.
	3	conversation with Mr. Hensel; right?	3	Q And does the Alaska general maintenance
	4	A Yes, sir. At the end of the check.	4	manual allow for an inspector who has been part of the
	5	Q And I believe you said that he had to get	5	task which is being verified to approve his own work?
	6	ready for his turnover.	6	A I know it is not required from for a
	7	What did you mean by he had to get ready	7	mechanic. It's not allowed.
	8	for his turnover?	8	I've never thought about it in that - I
	9	A Well, we worked graveyard shift. It was	9	don't really know how to answer that. I mean, as far
ŀ	10	late into our shift and he has to write a report to	10	as the question, a mechanic cannot buy off his own
	11	turn over to the oncoming day shift to bring them up	11	work. The same of the the temperature sector and the sector
	12	to status with what had been done and currently being	12	Q Is it the same thing for an inspector
	13	done on the shift.	13	that's done the work?
	14	Q And you wanted to give him the status of	14	A I would say that's true. But I physically
1	15	your recheck so that he could pass that on to the next	15	did not do the work. I was observing and I'm
	16	shift; right?	16	acknowledging that that's my observations.
	17	A That's correct	17	I mean I physically did not, other than
	18	Q As far as you know, he did that?	18	observing the readings on the gauges, I'm signing off
	19	A Correct.	19	that that's what was done and that's and that those
	20	Q Do you know what he told the next shift or	20	were correct and that was the readings we got.
	21	what he put on the turnover logs?	-21	Q The task card requires two people, correct,
	22	A No sir, I don't.	22	for this end-play check?
Ŀ	23	Q You don't concern yourself	23	MR. RUSHING: Objection. Lacks foundation.
	24	In the fall of 1997, with respect to this	24	Assumes facts not in evidence.
	25	recheck, you did not concern yourself with turnover	25	MR. MASSEY: Strike that. Withdraw the
	•	Page 126		Page 128
╞				
	1	logs; correct?	1	question.
	2	A No sir. That's the lead's job.	2	THE REPORTER: Hold on. Go ahead.
	3	Q Okay.	3	MR. MASSEY: I apologize.
	4	Take a look at Exhibit 130.	4	Q MR. MASSEY: Does the task card require a
	5	A (Complying)	5	mechanic and an inspector, sir?
	6	Q We have established that at the bottom	6	A Yes, sir.
E	7	left-hand corner, that's your stamp for inspector	7	Q And the task card requires then that two
	8	number 72. The number under it 14983, what number is	8	people be involved with, that at least two people be
	9	that?	9	involved with doing the end-play check; correct?
	10	A That's my Artic number.	10	A Correct.
Ŀ	11	Q That's your Artic number.	11	Q And you were one of those two people,
	12	Is that also your Alaska employee number?	12	right, that did the end-play check that we are talking
1	13	A No, sir.	13	about?
	14	Q What is your Alaska employee?	14	A Yes, that's correct.
I	15	A 5015014981.	15	Q And then the MIG-4 requires that during the
	16	Q By placing that, your stamp on Exhibit 130,	16	final Inspection buy back process that an Inspector
	17	what was it that you were verifying?	17	sign off on that, that a quality control inspector
L	18	A I was verifying that the end-play check	18	sign off on that saying that yes, number one, that the
L	19	specified above in the corrective action had been	19	end-play check was done, and secondly it was done
	20	accomplished and that the results are what we found.	20	correctly, and that part of that being done correctly
L	21	Q And in fact, you were involved with that	21	that it was inspected correctly; right?
	22	end-play check; right?	22	A Yes, sir.
	23	A That's correct.	23	Q And in the final buy back process where you
	24	Q And so is it true, sir, that in some ways	24	put your inspector stamp number 72 on here, rou were
	25	you were verifying your own work?	25	verifying that the inspection that you had done on,
		Page 127		Page 129
		Fage 127		

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14 (Pages 126 to 129)

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2 Orrectly, right? 2 Q. In fact, you talked to Mr. Bautista at the of your shift, and A Yes. 4 A Yes. 3 end of this, at the end of your shift, and Mr. Bautista's an inspector, right? 5 Q. Okay. A Yes. C. Mr. Bautista's an inspector, right? 6 So in effect you were verifying your own 6 You take a look at the planned action recet. 7 Work, right? A That's correct. Q. Dr you know who crossed it out? 9 Q. And does the Alaska maintenance manual 0 O. Dr you know who crossed it out? 10 allow for you to do that? Q. Do you know who crossed it out? Q. Do you know who crossed it out? 11 A (No subble response) 10 Q. Do you know who crossed it out? Q. Do you know who crossed it out? 12 MR. MASSEY: i withdrew the question. 11 Q. Do you know who RB40462?* 12 14 MR. RUSHING: For an inspector to werify 13 A Yes, sir. 15 Q. It says "RB40622** 15 MR. RUSHING: For an inspector to werify 14 A Yes, sir. 17 Q. Do you know who RB40462 is? 21 MR. RUSHING: Object to werify has own work? 15 MR. RUSHING: Object to werify has	1	for Mr. Azbell, that your own inspection was done	1	A Yes, there were inspectors oncoming, yes.		
3 You were verifying that; right? 4 A Yes. 5 Q Okay. 6 So in effect you were verifying your own 7 Yourdy right? 8 A Yes. 9 Q And does the Alaska maintenance manual 10 allow for you to do that? 11 A (boardbar esponse) 12 A (no audble response) 12 A (MASSEY: Let me withdraw the question. 13 Treading general maintenance manuals and being involved 14 A Per the MIG-4, Ron Hensed crossed it out? 15 Q HR. MASSEY: Is asked upon your experiences in inspector with all due respect, 19 years, in your espinon. 16 In services for L J Years, in your ophilon, in that all due respect, 19 years, in your espinon. 16 In services to werify his aw movic? 17 Verify that his own inspection had been done correct?? 1 Verify that his own inspection had been done correct?? 1 Your esking. 1 Verify that his own inspection ab been done correct?? 1 Your esking. 2 MR. MASSEY: Is ask there is that there is t						
4 A Yes. 5 Q Kay, 6 So in effect you were verifying your own 7 Worky right? 8 A Yes. 9 Q And does the Alaska maintenance manual 9 Q And does the Alaska maintenance manual 9 Q Hay out do that? 11 A Yes. Sr. 12 MR. MASSEY: It withdrew the question. 13 TYE WTINESS: 1 - 14 MR. MASSEY: It withdrew the question. 15 Q HR. MASSEY: The and being moviner experience in the reading spoot for the Massed upon your experience in the reading spoot and based upon your experience in the reading spoot and based upon your experience in the start maintenance practice for a nance practic			_			
5 Q Gkay. A That's correct. 6 So in effect you were verifying your own 6 7 So in effect you were verifying your own 7 8 A Yes. Call you take a look at the planned action 9 Q And does the Alaska maintenance manual 0 10 allow for you to do that? 9 11 A (you addble response) 11 12 MR. MASSEY: Lat me withdraw the question. 12 13 The WITHESS: I - 11 14 MR. MASSEY: I withdrew the question. 12 15 Q HR. MASSEY: I withdrew the question. 12 16 an and P mechanic and based upon your experience as 13 17 sain fand p abased upon your experience as 16 18 neincert anaintenance practice for an inspector to verify 17 19 is som inspection? MR. MASSEY: No. For what we have been 14 MR. RUSHING: Solget to the question as 18 14 Verify that his own inspection had been done 20 20 MR. RUSHING: Object to the question - 14 16 The WITHESS: Lisse Belifore.	3 A		-			
6 So in effect you were verifying your own 6 Q If you take a look at the planned action 7 work; right? 8 A Yes. 9 Q And does the Alaska maintenance manual 9 A Yes, sir. 9 Q And does the Alaska maintenance manual 0 Q Do you know who crossed it out? 11 A NexSEY: Lased upon your experience as 0 Q Do you know who crossed it out? 12 MR. MASSEY: Based upon your experience as 1 A Yes, sir. 13 and and P mechanic and based upon your experience as 1 1 A Yes, sir. 14 MR. MASSEY: Based upon your experience as 1 1 A Yes, sir. 15 Q HR. MASSEY: Withdrew the question. 1 1 A Yes, sir. 15 G MR. MASSEY: No. For what we have been 1 1 Yes, sir. 1 20 how inspection had been done 2 1 WR. RUSHING: Colect to the question as 1 1 Yes way to sign off that the new planned action 1 A Ney Sign off that the new planned action on 1 Wrify that his own inspection had been done 2 1 1 A Massa Alriines paperwork, does that require	-					
7 work; right? 7 section of Exhibit 130, you see how that's cross 8 8 A Yes, sir. 7 section of Exhibit 130, you see how that's cross 8 9 A Nes. 8 out? 10 allow for you to do that? 0 Do you know who crossed it out? 11 A (No audble response) 10 Q Do you see that box under "planned act 12 MR. MASSEY: I withdrew the question. 13 "authorized by?" 14 MR. MASSEY: I withdrew the question. 13 "A Yes, sir. 15 Q HR. MASSEY: I withdrew the question. 14 A Yes, sir. 16 an A and P mechanic and based upon your experience as 16 an A and P mechanic and based upon your experience as 16 in sirectin the anitenance practice for an Inspector 11 Yes, sir. 10 Inspector 12 MR. RUSHING: For an inspector to werify It is an inspector at anite the planned action on the sector at an and the respect, and and the question on 11 werify that his own inspection had been done Correctly? It werify that his own inspection had been done 2 MR. RUSHING: Object to the question - 1 Alaska Alriines paperwork, does that require anothe superify	7 6		-			
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9 Q And does the Alaska maIntenance manual 9 A Yes, sir, 00 allow for you to do that? 10 Q Do you know who crossed it out? 11 A (No addble regonse) 11 A Per, sir, 12 MR, MASSEY: Let me wildraw the question. 12 A Per the MIG-4, kon Hensel crossed it out. 12 MR, MASSEY: State dupon your experience as 14 A Yes, sir, 13 reading general maIntenance manuals and being involved 17 Q Do you know who RB404621s? 14 maintenance for 17 years, in your opinion, 18 in sprector to wourthy is own work? 14 mR, RUSHING: For an inspector to verify 18 MR, RUSHING: For an inspector to verify 15 Is work posetion? MR, RUSHING: Object to the question as 10 MR, RUSHING: Object to the question as 1 verify that his own inspection had been done 1 Alaska Alriines paperwork, does that require anothe 2 MR, RUSHING: Object to the question as 3 Mould also be authorized? 1 verify that his own inspection had been done 1 Alaska Alriines paperwork, does that require another inspector as 1 werify that his own inspection had been done 1	-					
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12 MR. MASSEY: Let me withdraw the question. 13 THE WITNESS: I – 14 MR. MASSEY: Based upon your experience as 15 Q MR. MASSEY: Based upon your experience as 16 an A and P mechanic and based upon your experience as 17 reading general maintenance manuals and being involved 18 maintenance practice for an 19 gir, is that good maintenance practice for an 20 hs own inspection? 21 MR. RUSHING: For an inspector to verify 23 MR. RUSHING: For an inspector to verify 24 hake work? 25 MR. RUSHING: Object to the question as 26 Yague, ambiguous, 5 If you understand the question – 7 Youre asking, 9 Q. MR. MASSEY: I just want to know your 9 opinion, sir. 10 A. Y eqs. if understand what 7 Youre asking, 16 The WITNESS: I belleve I understand what 7 Youre asking, 9 Q. MR. MASSEY: I just want to know your 9 opinion, sir. 11 A lesta t						
13 THE WITNESS: I - 14 MR. MASSEY: I withdraw the question. 15 Q HR. MASSEY: Sased upon your experience as 16 an A and P mechanic and based upon your experience as 16 an A and P mechanic and based upon your experience as 16 an A and P mechanic and based upon your experience as 17 Page and maintenance manuals and being with with all due respect, 18 is an incraft maintenance manuals and being with with all due respect, 19 this win spection? 20 Inspector to verify his worn kpsector to verify 21 MR. RUSHING: For an inspector to verify 23 MR. MASSEY: No. For what we have been 24 taking about for the last five minutes. Is that good 25 MR. MASSEY: No. For what we have been 26 MR. MASSEY: No. For what we have been 26 MR. RUSHING: Object to the question as 27 Youre asking, 28 If you understand the question as 29 MR. RUSHING: Object to the question as 29 MR. RUSHING: Object to the question as 29 MR. RUSHING: Soft that there is that there is 19 ophinon, sir.						
44 MR. MASSEY: 1 withdrew the question. 14 A Yes, sir. 15 Q MR. MASSEY: Based upon your experience as an A and P mechanic and based upon your experience as in an A and P mechanic and based upon your experience as an A mos structure and the agent of 11 Yes. The WITNESS: The But you understand what I den P anneed action gin for m bay educe and there upon your experience and two graph with I idd. 1 A laska Alrlines paperwork, does that require anoth a supervisor to sign off that the new planned action as thould also be authorized? 1 verify that his own inspection had been done 1 A laska Alrlines paperwork, does that require anoth a supervisor to sign off that the new plann						
15 Q MR. MASSEY: Based upon your experience is 15 Q It says "RB404622" 16 an A and P mechanic and based upon your experience in 16 A Yes, sr. 16 an A and P mechanic and based upon your experience in 16 A Yes, sr. 17 reading general maintenance practice for an 16 A Yes, sr. 18 increating general maintenance practice for an 17 Q Do you know who RB404621's? 19 is was poordered yesterday and 18 MR. RUSHING: Shalem, with all due respect, 19 this win spection? 18 MR. RUSHING: Shalem, with all due respect, 10 MR. RUSHING: For an inspector to verify 18 MR. MASSEY: No. For what we have been 11 14 talking about for the last five minutes. Is that good 23 Q MR. MASSEY: Okay. 24 14 verify that his own inspection had been done 27 Q MR. RUSHING: Object to the question - 16 A laska Alriines paperwork, does that require anoth 16 THE WITNESS: I beleve I understand what 7 you're asking. 1 Alaska Alriines paperwork, does that require anoth 17 Verify that his spection on thad been done 16 A Yes, sri						
16 A and P mechanic and based upon your experience in reading general maintenance manuals and being involved is in sircraft maintenance for 17 years, in your opinion, if, is that good maintenance practice for an inspector to verify his work work? 16 A Yes, sr, . Q Do you know who RB40462 is? 19 Bit spector to verify his work work? 10 MR. RUSHING: Shalem, with all due respect, this was covered yestrday and 20 MR. RUSHING: For an inspector to verify 11 With wasser: No. For what we have been 21 MR. MASSEY: No. For what we have been 20 MR. MASSEY: No. For what we have been 21 MR. MASSEY: No. For what we have been 20 MR. MASSEY: No. For what we have been 22 MR. MASSEY: No. For what we have been 21 The WITNESS: Ross Belliore. 23 MR. MASSEY: No. For what we have been 24 MR. MASSEY: No. For what we have been 24 MR. MASSEY: No. For what we have been 20 MR. MASSEY: No. For what we have been 24 Vague, ambiguous. Page 130 24 Once the planned action was crossed out a supervisor to sign off that new planned action sign off that me we planned action sign. For maintenance practice for a buy back inspection as should also be authorized? 25 MR. RUSHING: Object to the question - 1 Alaska Alrines paperwork, does that require a	-			•		
17 Pading 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 inspector to verify 20 Inspector to verify his own work? 21 MR. RUSHING: For an inspector to verify 23 MR. RUSHING: For an inspector to verify 24 MR. RUSHING: For an inspector to verify 25 MR. RUSHING: For an inspector to verify 26 maintenance practice for a buy back inspector to 27 Page 130 28 Verify that his own inspection had been done 29 MR. RUSHING: Object to the question 20 MR. RUSHING: Object to the question 21 Your eaking. 23 Q MR. MASSEY: I just want to know your 30 MR. RUSHING: Object to the question 41 Your eaking. 5 If you understand the question 6 THE WITNESS: I believe I understand what 7 MR. RUSSEY: I just want to know your 9 oplinion, sir. 8 Q MR. MASSEY: I just want to know your 9 Oplinion, sir.			15	Q It says "RB40462?"		
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 19 stir, is that good maintenance practice for an impector to verify his own inspector? 10 MR. MASSEY: No. For what we have been MR. MASSEY: No. For what MR. RUSHING: Object to the question as Wague, ambiguous. 1 verify that his own inspection had been done correctly? 3 MR. RUSHING: Object to the question as Wague, ambiguous. 4 vague, ambiguous. 5 If you understand the question — THE WITNESS: I believe I understand what you're saying. 7 And My opinion is that there is that t						
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 his own inspection? MR. MASSEY: No. For what we have been talking about for the last five minutes. Is that good maintenance practice for a buy back inspector to Page 130 verify that his own inspection had been done correctly? MR. RUSHING: Object to the question as vague, ambiguous. I verify that his own inspection had been done correctly? MR. RUSHING: Object to the question as vague, ambiguous. I five understand the question	0	inspector to verify his own work?	20	MR. MASSEY: This is the last question on		
3 MR. MASSEY: No. For what we have been maintenance practice for a buy back inspector to maintenance practice for a buy back inspector as a maintenance practice for a buy back inspector to maintenance practice for a buy back inspector and the guestion as a maintenance practice for a buy back inspector and what is practice for a buy back inspector and its practice for a buy back inspector and its inspector and its inspector and two for us were there, we could have done something. But is for the ni would have had to sign off the corrected by block with Mr. Azbell. 23 Q MR. MASSEY: Okay. 23 Verify that his own inspection had been done to receive and two inspector and two for us were there, we could have done something. But is the relation if the corrected by block with Mr. Azbell. 23 Q MR. MASSEY: Okay. 23 Verify that his own inspection had been done inspector available? 23 Q MR. MASSEY: Okay. 24 A logs, Sin, Lission for me to verify is that there is that there is that there is that there is that the rese to may to sign off the corrected by block with Mr. Azbell's work; right? 24 A loon the may bane daction; correct? 25 But you co	1	MR. RUSHING: For an inspector to verify		this. You'll see where I'm going here.		
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 7 you're asking. 8 Q MR. MASSEY: I just want to know your 9 opinion, sir. 9 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 WC246-276 10 Were put In there, that new planned action did not 11 require another supervisor, in your opinion sir, to 12 that this inspection was done and complete. And 14 Q Okay. 15 But you could have gotten another inspector 16 to verify your inspection of Mr. Azbell's work; right? 7 A If there had been another inspector and two 8 of us were there, we could have done something. But 19 then I would have had to sign off the corrected by 10 block with Mr. Azbell. 11 Q Okay. 12 Was there another Inspector available? 14 Q Was there another inspector available? 14 Q Was there another inspector available on 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 WC246-276 10 Were put In there, that new planned action; correct? 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 Okay. 15 bit. 16 After you had done the recheck at the end 17 of your shift in September of 1997 you exchanged in the I would have had to sign off the corrected by 18 O Okay. 19 O Okay. 20 Okay. 21 Of Lito Bautista that your measurement, yours and 22 Was there another inspector available? 24 A No, sir. 	5	If you understand the question	5	that was a little bit jumbled.		
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11no other way to sign this off than for me to verify12that is inspection was done and complete. And13that's what I did.14Q Okay.15But you could have gotten another inspector16to verify your inspection of Mr. Azbell's work; right?17A If there had been another inspector and two18of us were there, we could have done something. But19then I would have had to sign off the corrected by11Q Okay.12Was there another inspector available?13A No, sir.14Q Was there another inspector available on	9	opinion, sir.	9	the planned action "reevaluate test per WC246-2700		
12that this inspection was done and complete. And that's what I did.12sign off on that new planned action; correct?13that's what I did.13A I don't believe so.14Q Okay.14Q I told you I was skipping around a "ittle15But you could have gotten another inspector15bit.16to verify your inspection of Mr. Azbell's work; right?16After you had done the recheck at the end17A If there had been another inspector and two17of your shift in September of 1997 you exchanged in18of us were there, we could have done something. But18conversation with Lito Bautista; correct?19A Correct.19A Correct.10Diock with Mr. Azbell.20Q Do you recall any surprise at all on behalf11Q Okay.21of Lito Bautista that your measurement, yours and12Was there another inspector available?24A No, sir.13A No, sir.24A No, sir.	0	A My opinion is that there is that there is	10	Were put in there, that new planned action did not		
 that's what I did. Q Okay. But you could have gotten another inspector to verify your inspection of Mr. Azbell's work; right? A If there had been another inspector and two of us were there, we could have done something. But then I would have had to sign off the corrected by block with Mr. Azbell. Q Okay. Q Was there another inspector available? A No, sir. Q Was there another inspector available on A No, sir. 	1	no other way to sign this off than for me to verify	11	require another supervisor, in your opinion sir, to		
 that's what I did. Q Okay. But you could have gotten another inspector to verify your inspection of Mr. Azbell's work; right? A If there had been another inspector and two of us were there, we could have done something. But then I would have had to sign off the corrected by block with Mr. Azbell. Q Okay. Q Was there another inspector available? A No, sir. Q Was there another inspector available on A No, sir. 	2		12	sign off on that new planned action; correct?		
5But you could have gotten another inspector15bit.6to verify your inspection of Mr. Azbell's work; right?16After you had done the recheck at the end7A If there had been another inspector and two17of your shift in September of 1997 you exchanged in8of us were there, we could have done something. But18conversation with Lito Bautista; correct?9then I would have had to sign off the corrected by19A Correct.10block with Mr. Azbell.20Q Do you recall any surprise at all on behalf11Q Okay.21of Lito Bautista that your measurement, yours and12Was there another inspector available?23A No, sir.13A No, sir.24A No, sir.	3		13			
5But you could have gotten another inspector15bit.6to verify your inspection of Mr. Azbell's work; right?16After you had done the recheck at the end7A If there had been another inspector and two17of your shift in September of 1997 you exchanged in8of us were there, we could have done something. But18conversation with Lito Bautista; correct?9then I would have had to sign off the corrected by19A Correct.10block with Mr. Azbell.20Q Do you recall any surprise at all on behalf11Q Okay.21of Lito Bautista that your measurement, yours and12Was there another inspector available?23A No, sir.13A No, sir.24A No, sir.	4	Q Okay.	14	Q I told you I was skipping around a "ittle		
6to verify your inspection of Mr. Azbell's work; right?16After you had done the recheck at the end7A If there had been another inspector and two17of your shift in September of 1997 you exchanged a8of us were there, we could have done something. But18conversation with Lito Bautista; correct?9block with Mr. Azbell.19A Correct.1Q Okay.20Q Do you recall any surprise at all on behalf2Was there another inspector available?21of Lito Bautista that your measurement, yours and3A No, sir.24A No, sir.4Q Was there another inspector available on24A No, sir.			L .			
7A If there had been another inspector and two17of your shift in September of 1997 you exchanged in8of us were there, we could have done something. But18conversation with Lito Bautista; correct?9then I would have had to sign off the corrected by19A Correct.0block with Mr. Azbell.20Q Do you recall any surprise at all on behalf1Q Okay.21of Lito Bautista that your measurement, yours and2Was there another inspector available?233A No, sir.24A No, sir.			16	After you had done the recheck at the end		
 8 of us were there, we could have done something. But 9 then I would have had to sign off the corrected by 9 block with Mr. Azbell. 1 Q Okay. 2 Was there another inspector available? 3 A No, sir. 4 Q Was there another inspector available on 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 differ 23 than his? 24 A No, sir. 			17	of your shift in September of 1997 you exchanged so		
9then I would have had to sign off the corrected by block with Mr. Azbell.19A Correct.0block with Mr. Azbell.20Q Do you recall any surprise at all on behalf 211Q Okay.21of Lito Bautista that your measurement, yours and 222Was there another Inspector available?23Mr. Azbell's measurement was 7 thousandths differ 233A No, sir.24A No, sir.		•				
0block with Mr. Azbell.20Q Do you recall any surprise at all on behalf1Q Okay.21of Lito Bautista that your measurement, yours and2Was there another inspector available?22Mr. Azbell's measurement was 7 thousandths differ3A No, sir.23than his?4Q Was there another inspector available on24A No, sir.		• •		•		
1Q Okay.21of Lito Bautista that your measurement, yours and2Was there another inspector available?22Mr. Azbell's measurement was 7 thousandths differ3A No, sir.23than his?4Q Was there another inspector available on24A No, sir.	-					
2Was there another inspector available?22Mr. Azbell's measurement was 7 thousandths differ3A No, sir.23than his?4Q Was there another inspector available on24A No, sir.	-					
3A No, sir.23than his?4Q Was there another inspector available on24A No, sir.						
4 Q Was there another inspector available on 24 A No, sir.						
		a see and an and a second seco				
Page 131 Page	4	the next shift: do you know?	25	O Dig Mr. Bautista suggest to you that		

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15 (Pages 130 to 133)

1	perhaps there should be a tie breaker?	1	the inspection which you witnessed and Mr. Azbell
2	A No, sir, not that I recall.	2	accomplished, that each step on that task card had
3	Q Did you ever think about the fact that your	3	been accomplished; correct?
4	measurement was point, was seven thousandths of an	4	MR. RUSHING: Objection. It misstates the
5	Inch different than the original measurement, and	5	evidence. Lacks foundation. Assumes facts not in
6	since you have two measurements that perhaps a third	6	evidence, the way you have raised it.
7	should be taken to break the tie?	7	Q MR. MASSEY: You can answer if you
8	Have you ever thought that?	8	understand.
9	A I have thought that since this all came up.	9	A I believe I do.
10	Since the accident.	10	The answer to that is that I verified that
11	Prior to that, I can't say that I did.	11	we accomplished those steps per the task card. But it
12	Q Or at the time?	12	doesn't mean that they signed off the task card.
13	MR. RUSHING: 'That's what he just said.	13	Q Right.
14	THE WITNESS: No.	14	A We followed the task card procedures.
15	Q MR. MASSEY: Have you ever discussed that	15	Q I understand that, sir.
16	since the accident, other than your lawyers?	16	But if you were going out to do a brand new
17	A Not that I can, not that I can say I'm	17	end-play check and you took a task card with you, you
18	aware of, no.	18	would have to, as an inspector, sign off on that task
19	Q You haven't talked to any other mechanics	19	card in the inspection slots and buy off that each
20	or Inspectors at Alaska Airlines about that fact at	20	step had been done; correct?
21	all; have you?	21	A That's correct.
22	A Not that I can specifically say, no.	22	Q And that's so the FAA and Alaska Airlines
23	Q Now, at the time you were given the MIG-4	23	knows that each item had been accomplished; correct?
24	by Mr. Hensel just prior to your doing the second	24	A That's correct.
25	end-play check, did you ever think that perhaps you	25	Q Why is that different for a recheck?
1.1	Page 134		Page 136
<u> </u>			· · · · · · · · · · · · · · · · · · ·
Ι.			A Passure the MTC A survides many information
1	should go and get a new strike that.	1	A Because the MIG-4 provides more information than the actual card itself as far as being able to
2		3	record our results.
3	and then subsequently got a copy of the, of	3	Q How so?
4	Exhibit 126, which is the task card to go do the	5	A There is no place on the task card to
5	recheck, did you ever think that perhaps you wanted to get a new blank task card?	6	accomplish any records. On this particular task card.
6		7	If we had gone through they said, he
7	MR. RUSHING: Objection. Vague. Go ahead.	8	wrote this, that they had 40 thousandths. We said we
8		9	found 33 thousandths. But if we had just done the
9	THE WITNESS: No, sir.	10	task card there still would be, there would be a
10	Q MR. MASSEY: What's the purpose of the	11	duplication of action here. We would be stamping off
11	task card?		the card and this. We only stamp this one item
12	A The purpose of the task card is to	12	stating that we did it per the task card. We didn't
13	specifically accomplish a task that's generally per	13	
14	the maintenance manual, that is following the	14	generate a task card to show that it had been done
15	maintenance manual and approved by Douglas, and as far	15	twice.
16	as I know the FAA. And it's to accomplish a given	.16	Q I appreciate that, sir.
17	task without having to go straight to the maintenance	17	My question is why, how would one know -
18	manuals and research.	18	strike it.
19	Q Is one of the purposes of the task card and	19	In the case of a brand new end-play check,
20	the certain items that have to be signed off next to	20	not a recheck, each item has to be signed off and
21	various items on the task card also to ensure that	21	inspected so that each line item, as you go down the
22	each of the items is completed on that task card?	22	task card, the FAA knows and Alaska Airlines knows,
23	A Yes, sir.	23	and any inspectors from the FAA that come and review
24	Q And in fact, when you put your final buy	24	paperwork would know that each item, each line item on
25			
	back Inspection stamp on there you had verified that	25	that task card had been accomplished; right?
	back Inspection stamp on there you had verified that Page 135	25	that task card had been accomplished; right? Page 137

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16 (Pages 134 to 137)

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	1	MR. RUSHING: Objection. Asked and	1	Q Have you ever, sir, heard his name
	2	answered.	2	associated with the investigation of the crash of
	3	THE WITNESS: Right.	3	Alaska 261?
1	4	Q MR. MASSEY: When you do a recheck you're	4	A Um
	5	supposed to accomplish each of those line items;	5	Q Other than from your lawyers?
	6	right?	6	A No, sir.
	7	A That's correct.	7	Q Sir, would you please take a look at
	8	Q How would the FAA know without those stamp	8	Exhibit 147.
	9	offs on each line item that each step had been	9	A (Complying)
	10	accomplished on the recheck?	10	Q Do you know what that is, sir?
	11	A Because we have stated that we did the	11	A Yes sir. It appears to be a copy of the
	12 13	check here. Q Okay. So	12	GMM pertaining to the MIG-4s back in 1992.
	14		13	Q Take a look at page 3451. About five pages
	15	MR. RUSHING: Referring to Exhibit? THE WITNESS: Referring to Exhibit 130.	114	down.
	16	MR. MASSEY: Right.	15	A (Complying) Q. Is that a May 1998 revision to the Alaska
	17	Q MR. MASSEY: So the end-play procedure for	17	GMM?
	18	a recheck, at least the paperwork, is a little bit	18	A Yes, str.
	19	different from an end-play check that's not a recheck;	19	Q You're generally familiar with this
	20	correct?	20	maintenance manual: right?
1	21	A Yes.	21	A Generally.
	22	Q You could have gone and gotten a blank task	22	Q Sure.
i	23	card; right?	23	And sir, have you ever read in your
i	24	A Yes, we could have used a blank task card.	24	position or prior to taking your position as a lead
	25	Q And signed off on each item; right?	25	Inspector at Alaska Airlines, this section of the GMM
Ì		Page 138		Page 140
			<u> </u>	· · · · · · · · · · · · · · · · · · ·
1	•			
	1	A That's correct.	1	regarding inspection buy back, either this revision or
•	2	Q That's just not required under	2	an earlier revision?
	3	Alaska Airlines' general maintenance manual; is that	3	A I'm sure I have, yes.
	4	right?	4	Q Generally, in stamping Exhibit 130 in the
	6	A That's correct.	5	final inspection buy back box, this would be the
	7	Q Do you know who Bob Weaver Is? A No, str.	7	section of the GMM that describes the reasons and procedures for stamping that inspection buy back box;
	8	Q Do you know of anybody other than	8	correct?
	9	Mr. Hensel, Ron Hensel, who participated in the	9	MR. RUSHING: If you would like to take a
	10	decision to perform a recheck of the original end-play	10	moment and put in context what section he's just shown
	11	check done by Messers. Bautista and Balabat?	11	you from the larger document, please feel free to do
	12	Did you understand the guestion?	12	that.
	13	A No. I'm sorry. I missed something there.	13	MR. MASSEY: Yes, of course, take your
	14	Q Sure.	14	time.
	15	Do you know of anybody other than	15	THE WITNESS: Yes, sir. Could you repeat
	16	Ron Hensel who participated in the decision to perform	16	your question to make sure?
.		a recheck of the original end-play check done by	17	Q MR. MASSEY: Sure.
	18	Mr. Bautista and Balabat?	18	Section F of this document, is that the
	19	A No, sir.	19	section which describes the procedures for completing
	20	Q Do you know Mr. Bill Weaver?	20	the box entitled "final Inspection buy back" on
	21	A The name is familiar.	21	Exhibit 1307
	22	Q Do you know his position at	22	A Yes, sir.
	23	Alaska Airlines?	23	Q And you're supposed to follow those
	24	A No. He's based in Seattle. Or he was I	24	procedures in putting your stamp in there; right?
	25	believe.	25	A That's correct.
		Page 139		Page 141

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17 (Pages 138 to 141)

	Q Do you ever have a buy back inspection	1	concerning the end-play checks?
2	where you stamped a red X on it?	2	A There may have been. I don't recall.
3	A Yes, sir.	3	Without seeing the form itself, I don't remember.
4	Q Lots of 'em, right?	.4	Q Do the inspector logs look in format
5	A Several.	5	strike it.
6	Q I'm not going to talk to you anymore about	6	Let me have you look at Exhibit 134.
7	that document, sir. I'm almost done.	7	A (Complying)
8	Sir, I apologize in advance if this is a	8	Q Let's look at the first page.
9	difficult question.	9	Do the inspector logs have a typewritten or
10	You said that, to Mr. Frankel, that it's	10	printed section that's in any way similar format to
11	taken me a lot of time to deal with this. What did	11	this first page of Exhibit 134?
12	you mean?	12	A No, Sir.
13	A I mean that, it was a very traumatic	13	Q All right.
14		14	And then if you turn four or five pages
15	have been an air traffic controller. I have talked to		down where they have the handwritten shift turnover
16	airplanes that have gone down. And it's, it was very,		
17	very shocking to find my name on this paperwork.		A Yes, sir.
18	Q Why was it shocking?	18	Q are those similar in format to the inspector logs?
19	A Just because although I have been		A That's correct.
20	through probably every MD-80 at sometime or other,	20 21	Q How many inspectors are there per shift?
21	it's just, you don't ever expect it to happen. It		Q now many inspectors are there per shirt? A It can vary depending on who's off.
22	doesn't happen to you. Q Do you wish you would have done something	23	A 11 can vary depending bit who's on. Anywheres from one to six.
23	그는 것 같은 것 같	23	
24	differently?	25	Q Okay. Is there an inspector turnover meeting in
25	A No, not at all.	23	vo mere an urberror munaci meening m
	Page 142		Page 144
1	MR. MASSEY: All right.		between shifts?
2	Thank you very much for your time, sir.	2	A No, not per se. Inspect the leads and
3	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go	23	A No, not per se. Inspect the leads and supervisors
3 4	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape?	2 3 4	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the
345	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly.	2 3 4 5	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover
3456	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end	2 3 4 5 6	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings.
34567	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m.	2 3 4 5 6 7	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997.
345678	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken)	2 3 4 5 6 7 8	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors
3456789	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three	2 3 4 5 6 7 8 9	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the
345678910	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day	2 3 4 5 6 7 8 9	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics.
34567891011	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day two on July 12th, 2002. We are back on the record at	2 3 4 5 6 7 8 9 10 11	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in
3456789101112	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day	2 3 4 5 6 7 8 9 10 11 12	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in 19977
3 4 5 6 7 8 9 10 11 12 13	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day two on July 12th, 2002. We are back on the record at 11:19 a.m.	2 3 4 5 6 7 8 9 10 11 12 13	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in 19977 A No, sir, I don't believe so.
34567891011121314	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day two on July 12th, 2002. We are back on the record at	2 3 4 5 6 7 8 9 10 11 12 13 14	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in 19977 A No, sir, I don't believe so. Q Did the inspectors have their owner
3 4 5 6 7 8 9 10 11 21 31 4 15	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day two on July 12th, 2002. We are back on the record at 11:19 a.m. EXAMINATION	2 3 4 5 6 7 8 9 10 11 12 13	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in 19977 A No, sir, I don't believe so.
3 4 5 6 7 8 9 10 11 23 4 15 16	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day two on July 12th, 2002. We are back on the record at 11:19 a.m. EXAMINATION BY MR. READ:	2 3 4 5 6 7 8 9 10 11 12 13 14 15	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in 19977 A No, sir, I don't believe so. Q Did the inspectors have their owner turnover meetings? In other words, did the inspectors from one
3456789101123145167	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day two on July 12th, 2002. We are back on the record at 11:19 a.m. EXAMINATION BY MR. READ: Q My name is Greg Read. I represent Shell.	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in 19977 A No, sir, I don't believe so. Q Did the inspectors have their owner turnover meetings?
3456789011234156178	Thank you very much for your time, sir. THE VIDEOGRAPHER: Mr. Frankel should we go ahead and change the tape? MR. FRANKEL: Certainly. THE VIDEOGRAPHER: We have reached the end of tape two. We're off the record at 11:07 a.m. (Recess taken) THE VIDEOGRAPHER: This begins tape three in the videotape deposition of Michael Minnette, day two on July 12th, 2002. We are back on the record at 11:19 a.m. EXAMINATION BY MR. READ: Q My name is Greg Read. I represent Shell. Would you tell us your date of birth	2 3 4 5 6 7 8 9 10 111 122 13 14 15 16 17	A No, not per se. Inspect the leads and supervisors Well, currently, no, it's just the supervisors that sit in on the morning turnover meetings. Q I want to talk about 1997. A 1977, I believe the leads and supervisors were in on the morning turnover meetings with the A and Ps and electronics. Q Did the inspectors attend those meetings in 19977 A No, sir, I don't believe so. Q Did the inspectors have their owner turnover meetings? In other words, did the inspectors for the next
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1	of the end-play test on aircraft 963 on	1	MR. RUSHING: Or some other?
2	September 30th, 1997, did you have any discussions	2	MR. READ: Or some other -
3	with anyone about end-play checks on this aircraft?	3	THE WITNESS: I feel that it was not
4	A No, sir.	.4	because of the recheck. I don't mind doing the
5	Q Is the first time that you had any	5	recheck. And I don't think Ron does.
6	knowledge at all about a recheck of the end-play check	• 6	I think it was the amount of time; that it
7	when you were up on the tail stand participating in	7	took so long to either come up to make that decision
8	the recheck?	8	or whatever.
9	MR. RUSHING: Objection. Lacks foundation.	9	I don't really know the exact reason. But
10	Misstates the witness's earlier testimony.	10	he was upset with that portion of it. Not the fact
11	THE WITNESS: No, sir. It would be at the	11	that we had to do it.
12	time Ron Hensel and Ron Azbell came to me for the	12	Q MR. READ: But Mr. Hensel and Mr. Azbell
13	check, which was prior to doing the check.	13	made a point of seeking you out to have this
14	Q MR. READ: How long before the check did	14	discussion?
15	they come to you?	15	A Yes, sir. I think I was the only inspector
16	MR. RUSHING: Greg, this has been covered	16	on shift that night.
17	yesterday at great length. I know you weren't here	17	Q When after that discussion did you have
18	and I know that it's not an objection asked and	18	a conversation with anybody else on the subject of an
19	answered because a new person is asking it, but this	19	end-play check on this aircraft?
20	has been covered.	20	A Not that I'm aware of. Not on that
21	MR. READ: I accept it, Don. And I've got	21	particular, at that particular time frame, no.
22	a half an hour's worth of the questions, and I'll try	22	Q What did you say to Mr. Hensel when he
23	to do it expeditiously.	23	expressed the fact that he was upset?
24	Q MR. READ: How long before the actual	24	A I don't recall exactly what I said. I
25	recheck did you have a conversation with Mr. Azbell	25	don't I mean I was upset, too, that they wait until
	Page 146		Page 148
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1	and Mr. Hensel?	1	the last minute.
2	A I believe it was two to three hours.	2	I mean, there is, to me there was no reason
2 3	A I believe it was two to three hours. Q Did they come to you together?	-	I mean, there is, to me there was no reason to wait till the last minute. And I don't know what
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19 (Pages 146 to 149)

searched. top on this one. 1 Q MR. READ: Mr. Minnette, were there -- I Do you see - let me have you look at the guess you just said this, but let me ask: Were there entry with the number 5 that's encircled. That entry 3 3 any other inspectors that were working the shift that says "please redo Acme screw ck" - abbreviation for 4 4 check -- "to confirm problem. JLS looking up EO. EO you were working on September 30th? 5 5 A No, sir. I think to the best of my 'number sign is invalid. Please have days to follow 6 6 7 knowledge, I think I was the only one that night. 7 up." Q Had you been on duty the previous three Had you ever seen that entry before I just R 8 days; the 29th, 28th, 27th? 9 showed it to you? 9 A Yes sir, I believe I was. 10 10 A No, sir. Q Am I correct that during those three days, Q Do you have any knowledge why -- strike 11 11 27, 28, 29th of September, you had no knowledge either that. 12 12 because there was something in writing or because you 13 13 Do you recognize the handwriting of that had had any discussion with anyone, about the 14 14 entry? possibility of a recheck of the end-play?" 15 15 A No, sir. MR. RUSHING: Objection. Asked and Q Do you have any knowledge why someone 16 16 requested a recheck on the 29th and it wasn't done 17 answered. 17 THE WITNESS: No, sir, I didn't have any 18 until the 30th? 18 MR. RUSHING: Objection. Calls for 19 contact with anybody. Any reference to it at all. 19 speculation and conjecture. 20 Q MR. READ: Do you know Mr. Ho? 20 21 21 THE WITNESS: No, sir. A Daniel Ho, yes. Q Does he work --22 Q MR. READ: Do you have any knowledge 22 In 1997 did he work the same shift as you? whether any supervisor ever approved the second 23 23 A I don't think so. 24 planned action on Exhibit 130 that states "reevaluate 24 25 Q Have you looked at the mechanics' turnover 25 test?" Page 152 Page 150 logs in preparing for this deposition? A No, sir, I don't. I don't recollect that 1 I--A No, sir. 2 2 3 **O** (Indicating) 3 Q Let me have you look at Exhibit 136. A No sir, I don't recollect that I ever was A (Complying) 4 4 Q I'm referring to the Bates stamp in the 5 involved with anything as far as who did what 5 lower right-hand corner of 921 or the last three concerning that portion of it. 6 6 numbers. It's several pages down. The last three Q Is it correct that a planned action of a 7 7 lead mechanic is supposed to be approved by a 8 numbers are 921. 8 A Here It is. 9 supervisor? 9 10 MR. RUSHING: Objection. Misstates the Q Do you see item number seven? 10 11 A Item number seven. 11 prior testimony. Lacks foundation. It's also been asked and answered. 12 O My question is: Do you recognize that 12 handwriting? 13 THE WITNESS: No, sir, not at that time. 13 14 MR. RUSHING: Do you recognize the 14 In regards to something in my testimony 15 from yesterday when I wasn't sure, I believe there was handwriting, sir? 15 a change submitted, but it was after this as far as THE WITNESS: No, sir. 16 16 17 Q MR. READ: Had you ever seen that entry 17 having another supervisor or a supervisor or the same before I just showed it to you? 18 supervisor re-approve a change. 18 But prior to this, I don't believe there 19 19 A No, sir. Q Let me have you looked at Exhibit 137 --20 20 was. 21 Q MR. READ: Okay. All right. 21 strike that. That's the wrong --22 Is it correct that -- forget about the 22 Yes -- beg your pardon -- Exhibit 137. change - a planned action on a non-routine card is 23 A (Complying) 23 Q Up at the top, the numbers that say at, the supposed to be signed off by a supervisor; is that 24 24 last three numbers are 910. The numbers are up at the 25 true? Page 153 Page 151

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20 (Pages 150 to 153)

1	A At that particular — At this point in	1	Q Is he still at Oakland base?
" <u>2</u>	time, planned actions I believe were, could be	2	A No, sir.
3	authorized by either supervisor, lead or production	3	Q Where is he now; if you know?
4	control.	4	A I don't know.
5	Q What was the procedure in 1997 for	5	Q Who was next in command under
6	resolving a disagreement between two lead mechanics as	. 6	Mr. Fitzpatrick in 1997 at the Oakland base?
7	to an action to be taken on an aircraft?	7	A It would have been Gerald Summers.
8	A I don't know.	8	Q What was his job?
9	Q If one lead said I think we ought to	9	A He was the day shift. I guess he would be
10	replace a given part and another lead said I don't	10	just the day shift A and P supervisor.
11	think we should, who was supposed to resolve that in	11	Q Did the day shift generally have more
12	1997?	12	authority than the other shifts with regard to making
13	A A supervisor. "The next chain of command	13	decisions about maintenance on aircraft?
14	up.	14	
19	Q. Do you have any knowledge whether any	17	
15	supervisor ever approved Mr. Hensel's change in the	15	yes. Q In your career up till this - strike that.
10	supervisor ever approved Mr. Mensel's change in the planned action?	10	
17		18	In your career up till September 30th, 1997 on how many eccacions had you observed one load
10	MR. RUSHING: Objection. It's been asked and answered.	10	1997, on how many occasions had you observed one lead
20		20	mechanic changing the planned action of another lead mechanic?
	THE WITNESS: No, sir, I don't. O MR. READ: Okay. Is it correct.	20	
21	Q MR. READ: Okay. Is a correct, Mr. Minnette, that there was some pressure to get this	21	A I would have no, no idea of how many times
22			It would be changed.
23 24	plane out of Hangar 6 on September 30th because it was	23 24	Q Do you have any memory that that had ever
	late?	24	happened before September 30th, 19977
- 23	A I don't - from my personal side, no, I	- 23	A Yes, sir. As a lead mechanic and sheet
	Page 154		Page 156
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	Analta ann Alexan suna anti-annan sun. Talanta		
1	don't see there was any pressure. I don't -	1	metal, I changed on occasion.
2	Q Were you aware that this plane was behind	2	Q You changed what another lead had put down
2 3	Q Were you aware that this plane was behind schedule?	2	Q You changed what another lead had put down as the planned action?
2 3 4	Q Were you aware that this plane was behind schedule? A I think most of our planes were around that	2 3 4	Q You changed what another lead had put down as the planned action? A Yes, sir, I believe so.
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2 3 4 5 6 7 8 9 10 11 12 13 14 5 16 7 18 9 20 21 22 23	Q Were you aware that this plane was behind schedule? A I think most of our planes were around that time. Q Okay. Who is the person who has overall responsibility for assuring that planes proceed on schedule for C-checks? I don't think my question was clear. In 1997, who was the person at the Oakland base who had overall responsibility for assuring that planes went through a C-check on schedule? A That would have to be, I believe, the supervisor or the manager of the Oakland facility. Q Who was that in 1997? A I know him so well and I can't think of his name. Q Okay. Mr. Fitzpatrick? A Yes, perfect. Thank you. Q What's his first name? A Art.	2 3 4 5 6 7 8 9 10 111 12 13 14 15 16 17 18 19 20 21 22 23	Q You changed what another lead had put down as the planned action? A Yes, sir, I believe so. Q And you did that when you were working as a sheet metal mechanic? A As a lead. Q As a lead. A Yes. Q When you did that as a lead, did you get a supervisor to sign off on your change? A No, sir, not that I recall. Q When you made that change as a lead, I take It you did that because in your judgment your suggested planned action was better than the first guy's? A No, sir. The times that I changed it I changed it because the planned action that was originally there was not ending up as the correct planned action for the job that we were doing. And this is sheet metal now. There might be an entry that says remove corrosion. And that was the planned action. Well,
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1 2 3 4 5 6 7 8 9 10 111 122 133 14 15 166 177 188 199 200 211 222 23 24 25	 that. So you had to go and do parts replacement and so forth. So it would be changed to accomplish a certain repair. Q Okay. When you worked as a lead, how quickly could you find out if parts were available that you needed for a given job? MR. RUSHING: Objection. It's overly broad. Indefinite as to time. Indefinite as to task. THE WITNESS: It could vary. It, you can go into the computer and find out if the part's in the computer right away. If it's a part that needs to be ordered, then it maybe one or two days before you found out if it was available or what. Q MR. READ: I understand. And I didn't make my question clear. In order to find out if the part was available at the Oakland base you could go into the computer and find that out immediately? MR. RUSHING: During what time period, Greg? Q MR. READ: When you were working as a lead. 	1 A Td personally never seen one. 2 Q Did you or anyone else, to your kno 3 go in the computer to see if one was availated respect to Aircraft 963 on September 30th 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 had 9 Information from any other source that let? 0 us that it is a fact that no jackscrew assem 1 available that could have been used on Air 2 September 1997, not restricting it to the 31 3 A No, sir, not that I'm aware of. 4 Q In any event, you had not seen one 5 A No, sir. 9 Q Do you have any knowledge how loo 7 take to order a jackscrew assembly? 8 No, sir. 9 Q Did you have any discussion with and 0 September 1597 About how long it would to jackscrew assembly? 1 Jackscrew assembly? 4 No, sir. 9 Q Did you have any discussion with and 0 <	ave any s you tell bly was craft 963 in Oth? ?
1 2 3 4 5 6 7 8 9 10 111 122 133 14 15 16 17 18 19 20 21 22 23 24	THE WITNESS: I don't believe we had one in stock, no. Q MR. READ: Do you base that because someone tried to find out if one was there with regard to this job? A Uh, that I don't recall if there was a parts order or anything on this job. Q I understand. How is it that you came to believe that	1 correct you observed the jackscrew as 2 A Yes, sir. 3 Q I've read your testimony yeste 4 understand that you said first It did not 5 like It had been recently lubricated. A 6 the deposition yesterday you said It lot 7 like it had not been lubricated as much 8 utpricated today. 9 Do I have that essentially corre 0 I have that essentially corre 0 I have that essentially corre 0 MR. RUSHING: Objection. Misstate witness' testimony. THE WITNESS: The jack yeah, th 1 jackscrew, In relation to what I have seen a remember from looking at that jackscrew, I 1 lubrication on it, but It was not lubricated Is 1 method that we currently lube. And it apper 1 that It hadn't been recently lubricated. 1 MR. READ: Okay. 9 THE WITNESS: Is what, Is my 0 Q MR. READ: So both of those st 1 true? That is, It did not look to you lik 2 been recently lubricated; correct? 3 A Correct. <th>rday, and I bot look to you and later in boked to you h as it's ct? es the he and can it had n the eared to me atements are to it had</th>	rday, and I bot look to you and later in boked to you h as it's ct? es the he and can it had n the eared to me atements are to it had
25	Oakland base on September 30th, 1997? Page 159	5 you like whenever it had been lubricat	

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2 A Thit'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 scew itself appeared that it, one, to be one 7 A I don't remember. 8 comes in off or 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 grean 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 the coldand base in September of 1997? 15 A I don't remember. And I say that because I 16 don't know when the two come in. When they tried to 17 make ther switch or whatever t was. I don't recall. 18 que the stops were set. 19 A hoog stool is a gauge that measures - it. 10 worken the stops were set. 15 Q Do I understand that during the recheck of 14 the end-play the no go tool was not used? 2 A hoy, sir. 1 thould be replaced because of wear?	1	lubricated in the same manner as you lubricate today?	1	that entry?
3 Q What color was the grease? 3 Q You knew he was an inspector? 4 A Yes, sir. 4 A Yes, sir. 5 I remember that the jackscrew kself, on 5 Q He's of equal, cont of, rank with you? 6 that is see every night in the henger right after it 6 A At the same time, yes, sir. He has me by 7 that is every night in the henger right after it 6 A H the same time, yes, sir. He has me by 7 that is every night in the henger right after it 6 A H the same time, yes, sir. He has me by 8 the doel or grease mass till an advent it, brow, it is on any source 7 Senother Mohl 22 grease was still available for 12 Q bo you have any knowledge from any source 13 as to whether Mohl 22 grease was still available for 14 the cakland base in September of 19977 14 A h on pic. 10 14 the in bit cass the stops, which is what 10 10 11 15 A h or poo tool? 10 11 20 20 Jud ou have any knowledge as of 15 Q bo I understand that during the encheck of 12 20 20 20 14 the end-play the no go tool wa	2	A That's correct.	2	A Yes, sir.
4 A 1 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 very night in the henger right after it 8 Comes in off of usage. 9 Q In other words, it looks like used grease? 1 that the muth ad red or green grease on it. 2 Q boy on have any knowledge from any source 1 that the muth ad red or green grease on it. 2 Q boy on have any knowledge from any source 3 at bow thether Mohil 28 grease was still available for 1 thet the nuth ad red or green grease on it. 2 Q boy on have any knowledge from any source 4 A they set and its use at the first treading of a nead-play check at shiph as .0407 1 the the of addand hase in September of 19977 1 A hoy sin. 16 Gort know when the two came in. When they tried to the addard thase due stops were set. 10 A hoy sin. 11 the the add or docter amage age that measures - h. 12 A hoy sin. 13 the ong og auge that measures - h. 14 A hoy sin.		Q What color was the grease?	3	Q You knew he was an inspector?
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 6 the screw kself appeared that it, to me, to be one that is covery night in the hangar right after it comes in off of usage. 9 Q In other words, it looks like used grease? A Use at the calkand base in September of 1997? 1 that the nut had red or green grease on it. 1 that the nut had red or green grease on it. 1 Q by ou have any knowledge from any source is as to whether Mobil 28 grease was still available for make any calculation as to what the wear rate had be don't now when the two came in. When they tried to it make their switch or whattever it was. I don't recall. 1 Q What is a no go tool is gauge that measures - ft. 1 Q What is a no go tool is gauge that measures - ft. 1 Q Using our early and that during the limits of an item. 2 Whether it be in this case the stops, which is what it. 2 Q Do I understand that during the recheck of Page 162 1 the end-play the no go tool was not used? 2 A ho, sir. 1 the end-play the no go tool was not used? 2 A ho, sir. 1 the end-play the no go tool was not used? 2 A ho, sir. 2 A ho, sir. 3 Q Why is that? 4 A because that portion of the check wasn't stimting or printing or computer, any kind of grease was 3 R Ano, sir. 4 A bo, sir. 4 A bro, sir. 5 September 30th the jackscrew assembly would be we to beyond limits? 3 A No, sir. 4 A bro, sir. I know I dia not. All m not the spoker words, is the type of grease wer? 4 A ko, sir. I know I dia not. All m not the subject of, you know, if wi dow for the grease wer? 5 Q When you saw Exhibit 130 on -let me back in this probod is which fart lime? 4 Was September 30th the first time you had es Exhibit 130? 6 When you saw the list the first time you had es Exhibit 130? 6 When you saw the list he hype of grease wer? 9 Q When you saw the list hand when dif	5	I remember that the jackscrew itself, on	5	Q He's of equal, sort of, rank with you?
7 that is see every night in the hangen right after it is comes in of guages. 7 seconse in of guage. 8 0 In other words, it looks like used grease? 0 A looks grease was still available for an end-play check as high as .0407 10 A look grease was still available for as to what the dard or grease was still available for as to what ther Mobil 28 grease was still available for as to what the was rate had be to are any howedge is of .040, did you rourself 11 Q What the hange or grease on as till available for the was rate had be to an this jackscrew assembly? 12 A loop tool remember. And is with at because 1 13 ake any calculation as to what the was rate had be to an this jackscrew assembly? 14 at how fits used for determining the limits of an item. 12 Q bid you have any knowledge as of .040, did you was? 14 the nog gauge was for, was to measure the dimension of geoge was for, was to measure the dimension of the be thits case the stops, which is what the actop's was? 14 the end-play the no go tool was not used? A No, sir. 2 A that's correct. 2 Q bid you are any calculations as to when the time atter see any calculations as to when the mather atter any calculations as to when the atter any calculation as to when the atter any calculation as to when the atter atter the fact that if the ackscrew assemblis any coure any moved dege ato not.	6		• 6	A At the same time, yes, sir. He has me by
 9 Q In other words, it looks like used grease? 1 A Used grease; it was dark. 1 don't recall 2 Q Do you have any knowledge from any source 2 as to whether Mobil 28 grease was still available for 4 use at the Caldand base in September of 19977 3 A 1 don't remember. And I say that because 1 1 and the that is an op tool? 3 A no go bol is gauge that measures - it ousually has to don't remember. And I say that because 1 3 A no go bol is gauge that measures - it ousually has to don't what were the stops, which is what it is an op tool? 4 A no go bol is gauge that measures - it ousually has to don't measure the dimension 4 of where the stops were set. 9 Q Do I understand that during the recheck of 1 the end-play the no go tool was not used? 2 A That's cornect. 3 Q Why is that? 4 A no, sir. 9 A no sir. 9 A no sir. 9 A that's used of observe assembly and that during the recheck of 9 Page 162 1 the end-play the no go tool was not used? 2 A That's cornect. 3 Q Why is that? 4 A loo, sir. 9 Q Are you aware of any record, whether It's 1 h hadwrifing or printing or computer, any Kind of 9 record that would document what kind of grease was 9 Q When you saw Exhibit 130 on -let me back 9 Q When you saw Exhibit 130 on -let me back 9 Whet my to saw e - strike that. 10 When you saw thibit the first time you had 9 When you saw thibit the first time you had 9 When you saw thibit 230 on -let me back 9 When you saw thibit the first time you had 9 When you saw thig the first time you had 9 Whet har to shore. 9 Q When you saw thibit 130 on -let me back 9 Whet my tow saw thibit 130 on -let me back 9 Whet my tow saw this the nod the first time you had 9 Whet my tow saw the the stop. of y	7		7	seniority.
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1 that the nut had red or green grease on it. 2 Q boy you have any knowledge from any source 3 to when the molecular indication as to what the wear rate had be 4 use at the Caldand base in September of 1997? 5 A I don't memother. And is ay that because I 6 fon't memother. And is ay that because I 7 A I don't memother. And is ay that because I 8 the or own when the box came h. When they bied to 7 make the's source own what the expected wear 8 the or own what is an og to tool? 9 A An og to tool is a gauge that measures - it 9 A no go tool is a gauge that measures - it 9 A no go tool is a gauge that measures - it 9 A no go tool is a gauge that measures - it 9 A no go tool is a gauge that measures - it 9 A no go tool is a gauge that measures - it 9 A no go tool is a gauge that measures - it 9 A no go tool is a gauge that measures - it 9 Paol for determining the limits of an item. 10 the ong gauge was for, was to measure the dimension of the check wasn't 11 the end-play the no go tool was not used? </td <td>9</td> <td>Q In other words, it looks like used grease?</td> <td>9</td> <td>reading for an end-play check as high as .040?</td>	9	Q In other words, it looks like used grease?	9	reading for an end-play check as high as .040?
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	567890123	ever seen this non-routine card marked as Exhibit 130? A That's correct. Q When you saw it, I take it you saw the entry that the first reading had been .040? A That's correct.	21 22 23	Q MR. READ: All right. Did you have that discussion with

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23 (Pages 162 to 165)

recheck had been required? have no idea what the wear rate is. 1 1 2 A That sounds familiar. Q As opposed to it might be? Is that what MR. RUSHING: Let me object to the form of 3 3 you mean? that last question. Because it misstates the witness' A Correct. 4 4 Q. When that discussion took place, did 5 testimony and assumes facts not in evidence. 5 MR. READ: I'll rephrase it. 6 'anybody seek to determine more information about how 6 MR. RUSHING: I would appreciate it if you fast these jackscrew assemblies wear? 7 7 8 would. 8 A Not to my knowledge, no. Q Did anybody go, to your knowledge, to the 9 Q MR. READ: Do you believe, now that you 9 think about it, that you had such a discussion with maintenance manual to determine if the maintenance 10 10 Mr. Azbell and Mr. Hensel when they came to you to 11 manual had information about the wear rates? 11 A I believe we checked the maintenance manual report that they had some concern with the fact that 12 12 three days had elapsed before this recheck had been 13 and that pretty much was verbatim what our card had; 13 requested? 14 14 which was doing the check. 15 A Read that question back one more time. 15 And that's -- I don't recall that they --16 Q Sure. 16 I'm sure somebody went in there. I don't recall that As you think about it now, do you believe 17 17 I personally did. that you had some discussion with Mr. Azbell and Q After the accident, Mr. Minnette, and as 18 18 19 Mr. Hensel about the fact that this jackscrew assembly 19 you thought about what had happened in September of 1997, were you concerned with the fact that there had may be beyond limits prior to the next end-play check? 20 20 A It sounds familiar, but I can't verify that been this discussion that this jackscrew assembly may 21 21 22 I had that with them. Or that I did that. be beyond limits before the next end-play check? 22 Q Well ---23 23 Is that something, is that part of what's 24 A But I mean, the statement you're making bothered you since then? 24 25 does sound familiar to me. 25 MR. RUSHING: Objection. It misstates the Page 166 Page 168 Q I'm sure you can appreciate that this is a 1 witness' testimony. It's argumentative. Lacks very important --2 foundation. 2 3 THE WITNESS: No, str. 3 A Ido. Q MR. READ: After the accident occurred, Q - question. And I know that you know that 4 4 you're under oath, and so I just want you to do the 5 did you have any discussion at any time with 5 Mr. Hensel or Mr. Azbell about the discussion you and 6 best you can, Mr. Minnette, to tell us what you recall 6 I have just been talking about? about that conversation. A I can recall that - basically that phrase. R A We discussed a lot of things. I can't be 8 And I can't really pinpoint what all was said. Q, factual and say we did. I don't, I don't recall Q 10 I mean it - and I can understand it, 10 anything specific to that, no, personally, 11 because something was said there. It's familiar. 11 Q At any time up until today? 12 12 Q All right. A No. 13 Q Where one of you said to the other, don't 13 So - I don't want to put words in your 14 you remember, Ron, that we had that discussion? mouth. 14 A I understand that. 15 A No. No. No. 15 16 Q All right. 16 Q I just want to know: are you relatively 17 Had you ever seen a jackscrew assembly 17 certain as you sit here today that you had some prior to September 30th that had as much wear as .033? discussions with somebody on the subject of the fact 18 18 19 that this jackscrew assembly would be beyond limits 19 A No. 20 sometime prior to the next end-play check? 20 Q What's the highest end-play that you recall prior to September 30th? 21 21 A I don't know if it was specified - that's 22 A I don't recall exact numbers. But I would 22 where - where I'm, where I don't - I remember 23 have to say it was not over 20 thousandths. It was 23 something about that, but I don't remember as far as saying that it would be beyond limits or that the 24 less than that. 24 25 Q So when you saw Mr. Bautista's reading of 25 discussion said it would be beyond limits. Because I Page 167 Page 169

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24 (Pages 166 to 169)

	and the second		
1	.040, and you participated in the check and got .033,	1	discussions with Mr. Leotine
2	did the fact that that was almost double the highest	2	A No, sir.
3	you had ever seen give you any concern?	3	Q concerning this end-play check?
4	A I guess not at the time that I can - I	4	A No, sir, not that I'm aware of.
5	mean, I was convinced our reading was correct. And it	5	Q In your experience, did Alaska Alrlines
6	was within limits. And to what extent I knew of, what	. 6	normally lubricate a part that had been scheduled for
7	my knowledge of the jackscrew was at that time, that	7	replacement?
8	was satisfactory.	8	MR. RUSHING: 1 know, Greg, you didn't ask
9	Q Okay.	9	this question, but it has been asked and it has been
10	• • • • • • • • • • • • • • • • • • •	10	answered. Overly broad. Lacks foundation.
11		11	Go ahead and answer it.
12		12	THE WITNESS: Repeat the question.
13		13	Q MR. READ: In your experience, did the
14		14	Oakland base normally lubricate a part that was
15	MR. TOPEL: No. I thought he just told us	15	scheduled for replacement?
16		16	A I don't know.
117	THE WITNESS: I did have one short -	17	Q Had you ever seen that done before?
18		18	A No, sir.
19	MR. READ: I'm going to rephrase. I'm	19	Q Do you consider that unusual?
20	wrong. I'll start over.	20	MR. RUSHING: Objection. Overly broad.
21	Q MR. READ: Do you recall any more than	21	Lacks foundation.
22		22	THE WITNESS: I, I don't know if I would
23		23	consider it unusual or not. I really. I'd -
24	•	24	Q MR. READ: Did you know when you
25		25	participated in the end-play recheck that the part had
	Page 170		Page 172
	a a construction of the second se		
	· · ·		
1	with the fact that you and Mr. Hensel and Mr. Azbell	1	been lubricated since the first check?
2	had gotten a different reading than he had got?	2	A No, sir.
3	A No, other than a possible - no, I don't	3	Q Do you have any knowledge as to whether
4	even wanted to conjecture on that because I'm not	4	lubrication can affect the readings on an end-play
5	positive.		
	position .	-5	check?
6	Q. Do you think that your discussion about the	-5 6	check? A Not at that time I did not. Since then I
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6	Q Do you think that your discussion about the	6	A Not at that time I did not. Since then I
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25 (Pages 170 to 173)

	and the second	1	···· · · · · · · · · · · · · · · · · ·
1	hour.		end-play check. Do you see that sir?
2	MR. RUSHING: I assume you don't have	2	A Yes. sir.
3	anything further, Steve?	3	Q As far as you're aware, that came from the
4	MR. FRANKEL: Not at this time.	4	maintenance manual; isn't that right?
5	MR. RUSHING: Let's see how it goes.	5	A Yes, sir.
6	MR. TOPEL: I really think we should try to	6	Q Now I want you to look in there first at
7	complete this rather than reschedule it.	7	the, briefly look through it, and does it anywhere in
8	MR. RUSHING: Lets go ahead. See how it	8	there say at this time that this test, the end-play
9	goes.	l ŏ	test, should be done before the part is lubricated?
10		10	
11	EXAMINATION	11	Alaska Alrines that this test should be done before
12		12	lubrication?
13	BY MR. TOPEL:		A No, Sr. and Market and Ma
14	Q My name is Marc Topel. We met the other	14	
15	day, but let me formerly introduce myself.		
16	I represent the family of a passenger who	16	But you told us that now a change has been
17	died on the aircraft. And collectively, Mr. Boyle and	17	· · · · · · · · · · · · · · · · · · ·
18	I represent all of the families of people who died on	18	lubed after the end-play check?
10	the aircraft who are still involved in this lawsuit on	19	A That's correct.
20	behalf of what's called the Plaintiffs Steering	20	Q And I take it it's fair for me to infer
20	Committee. That's who we are.	21	from just the last enswer you gave Mr. Read is that
22	A Okay.	22	(1) The second s second second se
23	Q You have told us that since the crash the	23	reading on the end-play check?
23	methods for testing the end-play on the jackscrews	24	
25	have changed in a number of ways; that's correct, is	25	
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1	it not sir?		
		1	
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1	done before lubrication occurred?	1	This is a task cashed for lubrication of
2	MR. FRANKEL: Objection. Calls for	2	elevator tabs and horizontal stabilizer; is it not?
3	speculation. No foundation.	3	A Yes, sir.
4	Q MR. TOPEL: You can answer, sir.	4	Q I want you to go down to the bottom. Our
5	A That's correct. I have no way of knowing.	5	copy is a little bit cut off, but we certainly can
6	Q And the tasking procedure as an inspector	1.6	make out what it is.
7	at the time, your job was to make sure, for instance,	7	It has "all maintenance inspection items"
8	on an end-play procedure, that end-play test, that the	8	and there is a word, you only see half of it. I
9	procedures set forth either in the task card or the	9	believe it's "completed." Signed by somebody and
10	maintenance manual were followed; isn't that right?	10	dated 9/28/97.
11	A Yes, sir.	11	Do you see that?
12	Q And you did your best to make sure they	12	A Yes, sir, that's correct.
13	were followed; isn't that right?	13	Q Do you happen to recognize who signed off
14	A That's correct.	14	on that?
15	Q But you yourself aren't the person who	15	Do you recognize that signature?
16	termed what those steps should be; isn't that correct?	16	A It appears to be Jeff Goldbeck.
17	A That's correct.	17	Q Who's Mr. Jeff Goldbeck?
18	Q And if in fact those steps were inadequate	18	A He was a production control individual at
19	to get a valid result, that wouldn't be something you	19	the time.
20	would be aware of; isn't that correct?	20	Q It's production control's job, is it not,
21	MR. FRANKEL: Objection. Calls for	21	to make sure that when they sign off at the bottom of
22	speculation. It's vague, it's ambiguous. Improper	22	these task cards it indicates that the tasks have been
23	hypothetical.	23	done; isn't that right?
24	Q MR. TOPEL: You can answer.	24	MR. RUSHING: Objection.
25	A That's correct.	25	THE WITNESS: To the best of my knowledge,
1			
	Page 178	1 ·	Page 180
1		1	· , .
1	Q So, for instance, if you followed - if you	1	It indicates that the paperwork has been finished and
1 2	Q So, for instance, if you followed - if you had this nice 15-step testing procedure here and it	12	It indicates that the paperwork has been finished and is complete.
			is complete.
2	had this nice 15-step testing procedure here and it	2	Is complete. I don't believe they are signing off that
23	had this nice 15-step testing procedure here and it brought you to a result, but because of inherent flaws	23	Is complete. I don't believe they are signing off that the job itself, that they are verifying that this job
2 3 4	had this nice 15-step testing procedure here and it brought you to a result, but because of inherent flaws in the procedure that result was not correct, you would have no way of knowing that; would you?	2 3 4	Is complete. I don't believe they are signing off that the job itself, that they are verifying that this job has been completed. That's, the mechanic verified
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	and the second		
1	first saw this part; isn't that right?	1	Q Do you know whether or not
Ź	A That's correct.	2	THE REPORTER: I didn't get the end.
3	Q And also if you would look at Exhibit 130,	3	A Mid-range of torque.
4	that indicates that the first end-play check, the one	4	Q MR. TOPEL: Do you know whether that was
5	done by inspector Bautista and mechanic Balabat	5	done on your second check? Do you remember that?
6	occurred on the 27th; isn't that right?	6	A. To the best of my -
7	A I would assume that's true as the MIG was	7	
8	written on the 27th, yes.	8	THE WITNESS: To the best of my knowledge,
9	Q And the MIG wouldn't have been written	9	it was set at 275 inch pounds.
10	before the check? The MIG had to be written after the	10	Q MR. TOPEL: All right.
11	check isn't that	11	In any event, that is no longer the case;
12	A Yes, sir.	12	is it?
13	Q Okay.	13	A No. sir.
14	And once again, as far as you're aware,	14	Q Right now you don't have any discretion
15	there had been no advisory from the Boeing Company or	15	about it?
16	the McDonnell Douglas Company that if you lubed	16	A No, sir.
17	between tests or if you lubed before an end-play test	17	Q Do you know why it was written to give a
18	that it could affect the results?	18	discretion?
19	MR. FRANKEL: Objection. No foundation.	19	MR. FRANKEL: Objection. No foundation.
20	Calls for speculation.	20	Calls for speculation.
21	Q MR. TOPEL: That's correct, is not, sir?	21	THE WITNESS: No, sir, I have no idea.
22	A That's correct.	22	Q MR. TOPEL: Doesn't it wouldn't it
23	Q Let's go to another change.	23	appear that well, strike that.
24	That is the change that had to do with the	24	In any event, there were other changes
25	taking out any discretion that had to do with torque.	25	after the crash; isn't that correct?
•	B 100		Door 194
100 - 100 100	Page 182	÷	Page 184
1	The amount of torque; inch pressure put on the	1	A Yes, sir.
2	torquing wrench to put pressure to test end-play.	2	Q You talked about a restraining tool that
3	A Yes, sir.	3	allowed you to see the ends of the threads?
4	Q All right.	4	A Correct.
5	That discretion existed, did it not, back	5	Q Does that make any sense?
6	in September of 1997?	6	A Correct. That's a Douglas part, yes.
7	A Yes.	1 7	That's a Douglas restraining fixture I believe.
8	Q And we know it existed because we have the	8	Q And that Douglas restraining fixture, when
9	task card? Go back to 126.	ğ	was the first time you saw that fixture?
10	A Correct.	10	A I couldn't put a date on it.
11	Q And as far as you're aware, that was the	11	Q Was it before or after the crash?
12	procedures that were set out in the maintenance	12	A It was before I did this check.
13	manual: isn't that correct?	13	MR. RUSHING: Referring to Echibit 130?
14		1 22	THE WITNESS: Referring yeah before the
74		14	
40	A That's correct.	14	
15	A That's correct. Q So that the manufacturer is telling you,	15	30th. Before we did that check, I had seen that tool
16	A 'That's correct. Q So that the manufacturer is telling you, Alaska Airlines, that you don't have to necessarily	15 16	30th. Before we did that check, I had seen that tool before.
16 17	A 'That's correct. Q So that the manufacturer is telling you, Alaska Airlines, that you don't have to necessarily use the same amount of torque pressure to do the test	15 16 17	30th. Before we did that check, I had seen that tool before. Q MR. TOPEL: Was that the restraining
16 17 18	A 'That's correct. Q So that the manufacturer is telling you, Alaska Airlines, that you don't have to necessarily use the same amount of torque pressure to do the test from one time to another; Isn't that correct?	15 16 17 18	30th. Before we did that check, I had seen that toolbefore.Q MR. TOPEL: Was that the restrainingfixture that was used during your test; if you
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	1	I think we've got four or five of them.	1	A To the best of my knowledge, yes sir.
'	2	And I believe they are all the same fixture now.	2	Q Now, it's obvious, is it not, you're aware
	3	Q. Was there ever a fixture that didn't allow	3	from inspecting jackscrews that they wear with flight
	4	you to see the end-play threads I mean the threads?	4	of the airplane?
	5	A Yes, sir.	5	A Yes, sir.
i	6	Q When was that used?	1.6	Q It's not something that is the longer the
	1 7	A It was I can't recall specific months.	7	plane flies the more wear you're going to get on that
	í á	It was after the crash. We only had one and we had so	8	part: isn't that correct?
	9	many to do. We had one fixture that I recall. And	9	A That's true.
	10	there were so many to do.	10	Q And you were doing a C-check on an active
			11	airplane. This airplane was going back into service;
	11	Then I don't know if it was perhaps in	•	was it not?
	12	between a time when we went from one to more. There	12	
ŧ,	13	was some other fixtures made. And they did not have	13	A Correct.
	14	the visible threads. And I remember one of 'em we	14	Q And If
	15	had, we got one of them I remember we turned back	15	What did you understand to be the maximum
	16	because the threads were too short.	16	allowable end-play limit at this time?
	17	Q Turned back to whom?	17	A Forty thousandths.
	18	A Well, it was turned into stores as	18	Q And when you measured the you have
	19	unusable. Where it went from there, I don't know.	19	either 40 thousandths or .33.
	20	Q I want you to go back to 126 to the part	20	It was obvious, was it not, that at some
	21	where it says what the allowable limits were.	21	point in the relatively near future this part was
	22	A (Complying)	22	going to go out of spec; isn't that right?
	23	Q That is "between .003 and .040."	23	MR. RUSHING: Let me object. The question
	24	A Yes, str.	24	misstates the testimony. I think you said ".33" and
	25		25	you meant .033 inches.
			1	
		Page 186		Page 188
	1			· · · · ·
	<u> </u>			· · · · · · · · · · · · · · · · · · ·
	1	A Yes.	1	MR. TOPEL: That's correct. Thank you,
	1 2	Q Is there any instruction to you about what	2	Don.
	1 2 3	Q Is there any instruction to you about what you should do if you find the end-play to be, let's	23	Don. THE WITNESS: At some point in time the
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	3	Q Is there any instruction to you about what you should do if you find the end-play to be, let's say, over .030? A No, sir.	23	Don. THE WITNESS: At some point in time the
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29 (Pages 186 to 189)

1	A Or checks as it should be. Changes is	1 .3	And a second
2	incorrect.	2	EXAMINATION
3	MR. TOPEL: I'm sorry you have a very low	3	an talan da sana na mana mana da 18 19 satat s <u>a</u> na sa
4	voice. And I talk fast. Could you repeat that.	4	BY MR. BOYLE:
5	THE WITNESS: As far as I'm aware, anything	5	Q Mr. Minnette, I just have a couple of
6	done outside of the maintenance manual that's written,	6	follow up questions on the questions that Mr. Topel
7	like for ours, is all approved by manufacturers and	7	just asked you.
8	the FAA as far as I'm aware of.	8	A Yes, sir.
9	Q MR. TOPEL: Such things as frequency	9	Q Previously, Mr. Balabat testified that
10 :		10	Boeing and McDonnell Douglas conducted some vendor
11	Q frequency of inspections, et cetera, et	11	training courses.
12	cetera?	12	Are you aware of these vendor training
13	A Correct.	13	Courses? A grant of a state of the state of
14	If I may, I know frequencies have changed	14	A No, sir.
15	over periods of time on these checks.	15	Q Specifically, he said there was a vendor
16	Q Do you know how many hours, do you happen	16	training course put on by Boeing in how to lubricate
17	to know how many hours, flight hours, this particular	. 17	wing slats.
18	963 had at the time of this C-check?	. 18	Have you heard of that course?
19	A No, sir, I don't.	19	A I believe there was some. But I don't
20	Q Do you happen to know, based on your	20	recall exactly what the courses.
21	experience with Alaska Airlines, what the average	21	I know there was a, I believe they had a
22	monthly flight hours were or are for MD-80 aircraft?	22	course on rigging slats.
23	Or yearly? Whatever the appropriate	23	Q Did you ever attend?
24	A No. I think I believe I have looked it up	24	A No, I have not attended any of those.
25	before and tried We have a general figure, but I	25	Q Do you know if Boeing/McDonnell Douglas
		Statist.	na na serie de la companya de la com La companya de la comp
14	Page 190		Page 192
5 6 7 8 9 10 11 12 13 14 15 16 17	Another change that's happened to the end-play test now involves restraining both the jackscrew and the Acme nut; Isn't that correct? A That's correct. I believe that is still, I believe the restraint on the nut is still there. I'm not positive on that. Q But that is different than the procedure before the crash; Is It not? It's a change? A Yes, that's correct. Q Do you know who, as between Alaska aircraft and Boeing Company, mandated that change? A No, sir. Q As to any of the changes that have happened	4 5 6 7 8 9 10 11 12 13 14 15 16 17	Q So you never attended a course put on by Boeing or McDonnell Douglas A No. Q In September of 1997 did you know that the placement of the dial Indicator could affect the results of an end-play check? A I don't recall specifically in relationship to September. That's the hard part is trying to differentiate what he have learned since, what I knew before. Q Do you know that now? A Well, I know that the placement of it can affect it. I know if you allow it to shift from side to side, it will change; if you just allow a slight
18	post-crash, do you know as between Boeing and Alaska	18	shift in it. It has to be quite rigid in order to get
19	who it was that mandated those changes?	19	the proper setting.
20	A No, sir.	20	Q Okay. With reference to Exhibit 126, which
21	MR. TOPEL: That's all the questions I	21	is the task card, anywhere on that task card does it
22	have. Thank you.	22	warn you that the placement of the dial indicator can
23	MR. RUSHING: Anything further from anybody	23	affect the results of the end-play check?
24	briefly?	24	A No, sir.
25	MR. TOPEL: Mr. Boyle says he has a couple.	25	Q Would you like to know that?
		1	• · • • · · · • • • • • • • • • • • • •
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1	MR. FRANKEL: Objection. Calls for	1	you inspected on September 30th, with any restraining
2	speculation. No foundation.	2	tools that were in Alaska's possession after the
3	THE WITNESS; Yes, you would want to know	3	crash?
4	it. But I don't, at this particular time I don't know	4	Did you ever take the one that was there
5	that I didn't already know it, you know, if you	5	back in September of '97 and compare it to one that
6	understand what I'm saying.	· 6	looked like the same tool after the crash?
7	Q MR. BOYLE: I do.	1 7	A No, sir, I've never compared them.
8	But you were not formally informed of that?	8	Q You don't know as you sit here today
9	You might have figured that out on your own; correct?	9	whether the restraining tool that had the threads
-	A Correct.	-	
10		10	visible back in September of 1997 was the same tool
11	Q And This is my last little line of	11	that you described that you're using today to do
12	questioning.	12	end-play checks?
13	In September of 1997 were you aware that	13	MR. RUSHING: Objection. Vague. Misstates
14	the presence of contaminants or shavings in the gimbal	14	the witness' testimony.
15	nut could affect the results of the end-play check?	15	Q MR. FRANKEL: Is that right?
16	A No, sir, I was not aware that that was an	16	A I believe I stated that I think that tool
17	applicable item at that time.	17	is still there. Although I don't know the serial
18	Q Are you aware of that today?	18	number that's on it, so I couldn't verify it.
19	A Yes.	19	Q If you look at Exhibit 126, is the serial
20	Q Again referring to Exhibit 126, does it say	20	number of that restraining fixture reflected under
21	anywhere on that document that the presence of such	21	"materials and tools" on Exhibit 126?
22	contaminants can affect the end-play check?	22	A No. str.
23	A No. sir.	23	O What is that the number that's reflected
24	Q Again, would you have liked to know that?	24	there?
25	A Yes, sir.	25	
25	n 105, 54.		A At the top of the page, that's the Alaska
	Page 194	1	Page 196
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. 1	Q With respect to all of the changes that you	1	part number and the Douglas part number, I believe.
. 1 2	and Mr. Topel were talking about, would it have been	1 2	part number and the Douglas part number, I believe. Q Okay.
2 3	and Mr. Topel were talking about, would it have been helpful to you in September of 1997 if you knew that		
2	and Mr. Topel were talking about, would it have been	2	Q Okay. And in order to know whether or not the restraining fixture that was used to perform this
2 3	and Mr. Topel were talking about, would it have been helpful to you in September of 1997 if you knew that	2	Q Okay. And in order to know whether or not the restraining fixture that was used to perform this
2 3 4	and Mr. Topel were talking about, would it have been helpful to you in September of 1997 if you knew that information?	2 3 4	Q Okay. And in order to know whether or not the restraining fixture that was used to perform this end-play check, the second end-play check that you
2 3 4 5	and Mr. Topel were talking about, would it have been helpful to you in September of 1997 if you knew that information? MR. FRANKEL: Objection. Calls for	2 3 4 5	Q Okay. And in order to know whether or not the restraining fixture that was used to perform this
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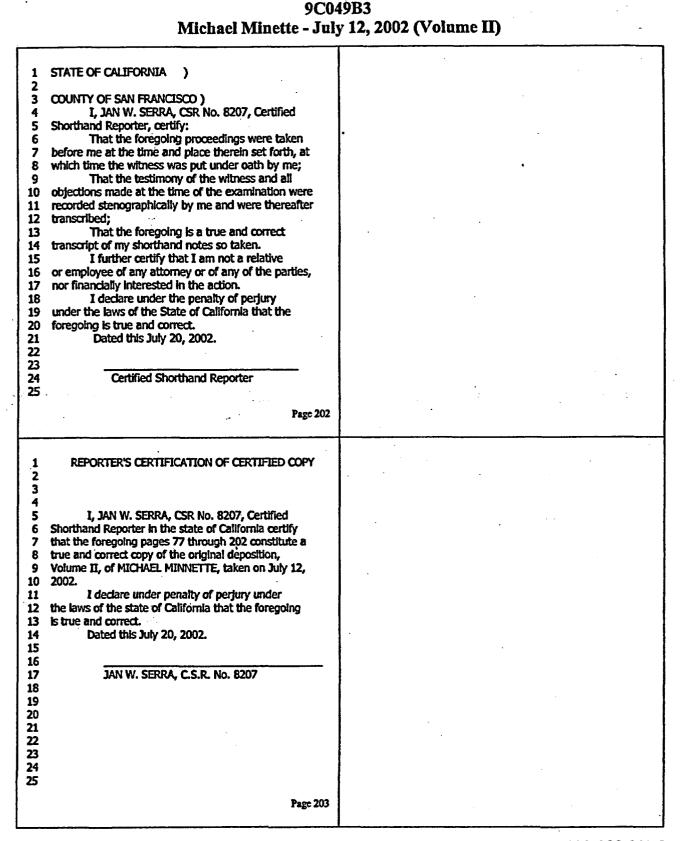
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the Alaska facility to determine whether in fact they MR. FRANKEL: Just, are you prepared to 1 1 2 are the same? 2 keep custody of the original transcript and make it MR. RUSHING: Objection. Asked and 3 available to the parties upon reasonable notice? 3 4 answered. MR. RUSHING: Right. 4 5 -THE WITNESS: No, sir, I haven't. 5 MR. FRANKEL: If it's for some reason not O MR. FRANKEL: Now, throughout the time 6 available, the original transcript, we can stipulate 6 that you have been at Alaska Airlines in your capacity that a certified copy can be used in its stead? 7 7 8 both as a mechanic, lead mechanic, inspector and 8 MR. RUSHING: As if it's a signed original? inspector supervisor, have you ever had any 9 MR. FRANKEL: Yes. ۵. 10 communications directly with either -- verbally or in 10 MR. RUSHING: Correct. 11 writing -- from anyone at Boeing or McDonnell Douglas? 11 I think that's the standard stipulation we 12 A No, sir. have been using all the way along. 12 13 Q All the communications that you receive, 13 (Ending time: 12:28 p.m.) whether verbally or in writing in terms of how you 14 14 perform your job, came from Alaska Airlines; isn't 15 15 16 that correct? 16 A That's correct. 1. N. 1. 17 17 Q In terms of performing end-play checks and 18 18 19 Inspecting end-play checks, your directions how to do 19 20 that came from Alaska Airlines; right? 20 A That's correct. 21 21 MR. FRANKEL: No further questions at this 22 22 23 time. 23 24 MR. RUSHING: Let's go off the record. 24 25 Can we use the same stipulations? 25 Page 200 Page 198 MR. FRANKEL: Same stipulations. STATE OF { 1 1) 55. MR. RUSHING: Let's go off the record. 2 2 3 THE VIDEOGRAPHER: This concludes the 3 COUNTY OF { 4 session in the deposition of Michael Minnette, day 4 5 two, on July 12, 2002. We are off the record at 12:28 5 6 6 p.m. 7 "I, the undersigned, declare under penalty 7 MR. FRANKEL: With respect to this 8 of perjury that I have read the foregoing transcript, transcript, I would be prepared to stipulate that the 8 Q court reporter be relieved of her obligations under 9 and I have made any corrections, additions, or 10 deletions that I was desirous of making; that the the federal rules; that the original be sent to 10 foregoing is a true and correct transcript of my 11 Mr. Rushing and that Mr. Rushing make arrangements 11 12 testimony contained therein. with the witness to sign it under penalty of perjury, 12 13 Executed this 13 with the requirement of any notary being walved. day of 2002 14 MR. RUSHING: That's fine. 45 days from 14 at 15 15 first being received? 16 MR. FRANKEL: How about 30? 16 17 MR. RUSHING: Thirty is probably going to 17 18 18 do. 19 19 MR. FRANKEL: You'll maintain custody of 20 MICHAEL MINNETTE 20 the original transcript and notify us within 30 days 21 whether there have been any changes to any of the 21 22 22 testimony Mr. Minnette's given to us. And if we are 23 not so notified we'll assume that it's been reviewed 23 24 24 and no changes have been made. 25 25 MR. RUSHING: That's fine. Page 201 Page 199

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