

**Docket No. SA-534**

**Exhibit No. 2-BL**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C.**

INTERVIEW OF WAYNE FONG, PG&E  
(JAN-6-2011)

(22 Pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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PACIFIC GAS & ELECTRIC COMPANY  
SEPTEMBER 9, 2010 ACCIDENT  
SAN BRUNO, CALIFORNIA

\* Docket No.: DCA-10-MP-008

\* \* \* \* \*

Interview of: WAYNE FONG

Marriott Hotel  
San Francisco Airport  
1800 Bayshore Highway  
Burlingame, California 94010

Thursday,  
January 6, 2011

The above-captioned matter convened, pursuant to  
notice.

BEFORE: RAVINDRA M. CHHATRE  
Investigator-in-Charge

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I N T E R V I E W

1  
2 MR. CHHATRE: Good afternoon, everyone. Today is  
3 Thursday, January 6th, 2011. We are currently in Burlingame,  
4 California, at the San Francisco Airport Marriott. We are meeting  
5 in regards to the investigation of pipeline rupture in San Bruno,  
6 California, that occurred on September 9, 2010. The NTSB accident  
7 number for this investigation is DCA-10-MP-008.

8 My name is Ravi Chhatre. I'm with National  
9 Transportation Safety Board, Washington, D.C., and I am  
10 Investigator-in-Charge of this accident.

11 I would like to start by notifying everyone present in  
12 this room that we are recording this interview for transcription  
13 at a later date. All parties will have a chance to review the  
14 transcripts once they are completed.

15 Also, I'd like to inform Mr. Fong that you are permitted  
16 to have one person present with you during the interview. This is  
17 a person of your choice. It can be a supervisor, friend, family  
18 member, or if you choose, no one at all.

19 So for the record please state your full name, spelling  
20 of your name, contact information, such as phone, e-mail address,  
21 mailing address, and whom you have chosen to be present with you  
22 during today's interview.

23 MR. FONG: Yes. I have chosen Dane to be with me today.  
24 My name is Wayne Fong. I am a Senior Gas Engineer with Pacific  
25 Gas and Electric Company. I'm located at 375 North Wiget Lane,

1 Walnut Creek, California. My phone number is (925) 974-4103. And  
2 I've forgotten what else --

3 MR. CHHATRE: E-mail.

4 MR. FONG: I'm sorry?

5 MR. CHHATRE: E-mail.

6 MR. FONG: Oh, e-mail? E-mail address is wwfl@pge.com.

7 MR. CHHATRE: Thank you very much. Now I'd like to go  
8 around the table. Please identify yourself, your title, company  
9 affiliation, your official e-mail address, and telephone number,  
10 starting with the City.

11 MR. CALDWELL: Geoff Caldwell, City of San Bruno.  
12 Everything is on the card provided.

13 MR. DAUBIN: Brian Daubin, PG&E. Everything is on the  
14 card provided.

15 MR. FASSETT: Bob Fassett, PG&E. Everything is on the  
16 card provided.

17 MS. JACKSON: Connie Jackson, City of San Bruno, and my  
18 information is on my card.

19 MR. FABRY: Klara Fabry, City of San Bruno, information  
20 on the card.

21 MR. SHORI: Sunil Shori, California Public Utilities  
22 Commission. My information is on the card provided.

23 Mr. KATCHMAR: Peter Katchmar, United States Department  
24 of Transportation, Pipeline and Hazardous Materials Safety  
25 Administration, PHMSA. My information is on the card.



1           MR. GUNTHER: Karl Gunther, NTSB, Operations Group  
2 Chair, karl.gunther@ntsb.gov. Phone (202) 314-6478.

3           MS. MAZZANTI: Debbie Mazzanti, IBEW, Local 1245. My  
4 information is on the card.

5           Mr. NICHOLSON: Matthew Nicholson, NTSB engineer. It's  
6 spelled Matthew, M-a-t-t-h-e-w, Nicholson, N-i-c-h-o-l-s-o-n. My  
7 e-mail is matthew.nicholson@ntsb.gov.

8           MR. CHHATRE: Ravindra Chhatre, National Transportation  
9 Safety Board, Washington, D.C. My e-mail is  
10 ravindra.chhatre@ntsb.gov. My telephone is (202) 314-6644.

11           MR. NARVELL: Excuse me. Rick Narvell, Human  
12 Performance Group Chair, NTSB, Washington, D.C.; (202) 314-6422,  
13 narvelr@ntsb.gov.

14           MR. JAQUES: Dane Jaques on behalf of the witness, and  
15 my information is on the business card provided.

16           MR. CHHATRE: Thank you much. Karl, do you want us to  
17 start from that side or do you want to start first?

18           MR. GUNTHER: I'll start first. Karl Gunther, NTSB.

19   INTERVIEW OF WAYNE FONG

20           BY MR. GUNTHER:

21           Q.    Could I get your job title?

22           A.    I'm a senior gas engineer.

23           Q.    And your affiliation?

24           A.    I work in the -- I work for Pacific Gas & Electric  
25 Company in the Controls and SCADA Group.

1 Q. Okay. What are your duties?

2 A. Our group, we do engineering, control system design,  
3 project management. We do -- also provide field support to the  
4 fuel people and also gas control.

5 Q. Were you involved with the SCADA system on the day of  
6 the accident?

7 A. On the fuel end. I got a call about seven o'clock, by  
8 Fanyee and also about 9:30 I got a call from my supervisor, Marc  
9 Kaziminsky. He asked me to go down to Milpitas.

10 Q. And what did you do?

11 A. I -- you mean that evening or --

12 Q. That evening, yes.

13 A. Okay. When I went down to basically when I went down to  
14 Milpitas terminal, I found that there were three controllers that  
15 were flashing -- that seemed to have problems.

16 Q. Mm-hmm.

17 A. And they were cycling -- they were Simulus 353  
18 controllers.

19 Q. Mm-hmm.

20 A. And they were cycling between four different displays,  
21 but since that day weren't able to boot up, and just keep on going  
22 through this boot-up cycle or same cycle.

23 Q. And were you able to fix it?

24 A. Not immediately. I tried to connect to it with my  
25 laptop, and I weren't able to connect to it, to either one of

1 them. There were three controllers that exhibit the same problem.  
2 Then I called Simulus emergency tech support, and they called me  
3 back and I was able to restore -- get the controllers to start  
4 working again.

5 MR. GUNTHER: Okay. I'll go to the City of San Bruno.

6 MR. CALDWELL: Geoff Caldwell. No questions at this  
7 time.

8 MR. DAUBIN: Brian Daubin. No questions.

9 MR. FASSETT: Bob Fassett. No questions.

10 MS. JACKSON: Connie Jackson, City of San Bruno.

11 BY MS. JACKSON:

12 Q. Can you help me understand if there was a particular  
13 purpose for which you were called out, and if I understood you  
14 correctly, you received two different calls.

15 A. Yes.

16 Q. One at approximately seven o'clock.

17 A. Seven o'clock.

18 Q. And one at approximately nine o'clock.

19 A. 9:30.

20 Q. 9:30, okay. And at seven o'clock you were not asked to  
21 report and you didn't; is that correct?

22 A. When I got the call from Fanyee I was at a back to  
23 school night.

24 Q. Okay.

25 A. With my girl. She just started high school.

1 Q. So at that point you weren't --

2 A. I wasn't aware of the problem, because I asked Fanyee,  
3 can I call her back after the meeting? And she said yes. So by  
4 the time -- I wasn't aware of the problem until I got home, when I  
5 turned on the TV. I said, oh, you know, there was a problem. And  
6 but at that point I got a message from Marcus Kaziminsky, which --  
7 and I called Marc and he asked me to go down to Milpitas. And  
8 there was some problem with the controller is what he told me.

9 Q. Were you part of a group of people that were at that  
10 point then working on this issue? You said when you arrived, and  
11 it was several hours after the incident.

12 A. Arrived about 10:30 at the Milpitas terminal.

13 Q. At that point the controllers were cycling and unable to  
14 boot.

15 A. That seemed to be the problem.

16 Q. Were you one of a number of people who were then tasked  
17 with working on that? Were you doing that by yourself, or how was  
18 that issue being addressed?

19 A. There were several people there but I was asked to look  
20 at the issue and see what I could do to fix the problem, and  
21 that's what I did.

22 MS. JACKSON: No other questions right now.

23 MS. FABRY: Klara Fabry, no questions.

24 BY MR. SHORI:

25 Q. Mr. Fong, what were the Siemens controller numbers

1 again?

2 A. I believe they were for Valve 21R, 30 and 40, from what  
3 I could remember.

4 Q. And what controller numbers, Siemens model, I guess.

5 A. Oh, the Siemens model is 353, Siemens 353.

6 Q. And at that stage were Valves 21, 30 and 40 controlling?  
7 Were the controllers behaving the way they were?

8 A. I don't know whether they were controlling or not  
9 because there's no way that I could tell.

10 Q. And who were the -- you say there were several people  
11 there. Who were the people that you saw there?

12 A. I remember seeing Marc Kaziminsky, who is my supervisor.  
13 John Culpary (ph.), Jody Garcia -- I think Jody Garcia is there or  
14 was there. Oscar Martinez. I remember seeing Bob Wagner and  
15 there may be a couple more people that I don't remember their  
16 names.

17 Q. Were there any of those folks that were actively working  
18 on trying to correct the problem with the Siemens 353's?

19 A. I don't know whether they were working on it or not.

20 Q. Have you had a previous occasion to see the Siemens 353  
21 behaving in that manner or in a similar situation?

22 A. No, I have not.

23 Q. And each one of those three controllers is respective to  
24 each, either Valve 21, Valve 30 or Valve 40?

25 A. I believe so. Valve 21R.

1 Q. In other words, each controller controls one valve?

2 A. That's what I recollect. I believe so.

3 Q. Now, Oscar Martinez, is he the gas tech at Milpitas?

4 A. I don't know what -- whether he's -- I know that he  
5 supports both Milpitas and also Hollister, but I don't know which  
6 -- whether he's assigned to Milpitas or Hollister.

7 Q. You're not the only one with the software to be able to  
8 program or basically to be able to troubleshoot the Siemens 353?

9 A. My laptop has the program. I don't know who else may  
10 have it.

11 Q. Who else would you expect at various districts or  
12 terminals to have that kind of capability or have troubleshooting  
13 for the Siemens 353?

14 A. I don't know.

15 Q. How long did it take you to basically get those -- get  
16 the three controllers back into a good -- would you call it  
17 controlling mode or what state do you refer to it as when it's in  
18 normal mode?

19 A. I could call it stabilize. I called service tech  
20 support about maybe quarter to -- maybe quarter to 10:00, and I  
21 think I got the controllers working again about shortly before  
22 midnight, so about maybe -- yeah, about an hour. That's between  
23 the time that I called them and they call me back. I mean, I  
24 didn't get an immediate response from Siemens, because it's after-  
25 hour emergency support, so they have to get the right people.

1 Q. And what did the folks from Siemens tell you in terms of  
2 what you needed to do, that I guess -- you had tried to get the  
3 control yourself and it wasn't effective.

4 A. Yeah, I tried to connect to it with my laptop with the  
5 software. I couldn't connect to either one of them.

6 Q. Okay. So and then basically they talked you through  
7 something to be able to get the controller --

8 A. They made some suggestions.

9 Q. What did they have you do?

10 A. There was one screen, I believe, that's allowed -- there  
11 is -- there's one screen that allowed the various on-board  
12 program, on the controller that when you hit it at the right time,  
13 it loads the program, the program to save on an internally, inter  
14 memory. That's what I recall.

15 Q. Last question. Is there any kind of a diagnostic  
16 message that it displays or was there any kind of information  
17 conveyed to you by Siemens to indicate what might have caused the  
18 controllers to behave the way they were behaving?

19 A. I don't remember.

20 Q. Thank you.

21 MR. KATCHMAR: No questions.

22 MR. GUNTHER: No questions.

23 MS. MAZZANTI: No questions.

24 MR. SPERRY: Joshua Sperry with ESC, Local 20. Sorry, I  
25 missed the introductions.

1 BY MR. SPERRY:

2 Q. Could you just give us an idea of your education and  
3 certificates that you hold?

4 A. Yes. I got both my B.S. and master's degree in  
5 mechanical engineering from UC Berkeley, and I'm also a registered  
6 mechanical engineer in the State of California.

7 MR. SPERRY: Thank you. No more questions.

8 MR. NICHOLSON: I don't have any questions right now.

9 MR. CHHATRE: Mr. Fong, a few questions.

10 BY MR. CHHATRE:

11 Q. Are you involved in GIS system? Does your work get you  
12 involved in the GIS system, either entering the data or --

13 A. No.

14 Q. (Indiscernible.)

15 A. No.

16 Q. So what is your primary responsibility on a daily basis?

17 A. Like I said before, my responsibility is with  
18 engineering and control system design.

19 Q. I got that but what does that mean to me? I don't  
20 understand what you do with that description.

21 A. Oh, we may -- we had new stations that we wanted to put  
22 in service.

23 Q. New SCADA stations?

24 A. SCADA or stations that involve controls.

25 Q. Okay.



1           A.    So I would, depending on what portion of the project I'm  
2 assigned, I could be doing the system architect layout of design.  
3 I could be doing programming, or I could be call -- from the  
4 division or district tech support, of a gas control.

5           Q.    Would you be involved in the SCADA limited programming  
6 or troubleshooting?

7           A.    I'm involved in SCADA on the fuel end, because in order  
8 for gas control to talk to the fuels device, the fuels device has  
9 to be able to respond to the right message, so I'm responsible on  
10 the fuel end.

11          Q.    Can you give me a name or a person here that work you do  
12 in the field. I don't understand. What do you do in the field?

13          A.    Okay.

14          Q.    Let me give you an example. Milpitas, would you be  
15 doing the reprogramming if the system goes down or trying to  
16 troubleshoot if the program is not working? Would that be a fuel  
17 end?

18          A.    Well, specifically on Milpitas, I actually wrote the  
19 portion of the POC program.

20          Q.    You did?

21          A.    Yeah. That allows the communication between the PLC and  
22 the 26 controllers.

23          Q.    Okay.

24          A.    The portion of it.

25          Q.    How many people are in your group who do similar work

1 like you do?

2 A. There are -- let's see. Six of us, including our  
3 supervisor, Marc Kaziminsky.

4 Q. My question is, I do not know how the work is assigned,  
5 but you said your first call was at 7:00. The second was at 8:30  
6 or 9:30?

7 A. 9:30.

8 Q. 9:30, okay. Would anybody else have helped do what you  
9 did that day on Milpitas in your group? Or the work you're  
10 assigned, you take care of Milpitas and nobody is familiar with  
11 it?

12 A. We don't have that clear -- I mean, it's a group effort  
13 so we try to support each other.

14 Q. Did anybody from your group was there at Milpitas when  
15 you were there?

16 A. Marc was there, Marc Kaziminsky was there. He's my  
17 boss.

18 Q. He's your supervisor, right?

19 A. He's my supervisor, yeah.

20 Q. But none of your co-workers were there?

21 A. No.

22 Q. You may not be able to answer this but I want to find  
23 out if you know something about this. If the controllers when  
24 they lost communication from Milpitas, if that's the correct  
25 terminology, didn't call you, give you some instructions,

1 troubleshooting instructions?

2 A. I'm sorry, I didn't --

3 Q. Okay. Sometime in the evening on September 9th, during  
4 the loss of communication on Milpitas to the SCADA in San  
5 Francisco, am I stating the facts -- am I using the right word?

6 A. I don't know exactly what happened.

7 Q. Oh, you do not know what happened?

8 A. I don't know exactly what happened. I know that there  
9 are three controllers that failed.

10 Q. Okay. Let me ask you a different question then. There  
11 was apparently -- bear with me just for a second. Do you work  
12 with SCADA in any shape or form in San Francisco system?

13 A. I work in SCADA in the sense that I support gas control.

14 Q. Okay. And that would include the San Francisco SCADA or  
15 not?

16 A. I don't deal with the computer at San Francisco. No, I  
17 don't.

18 MR. CHHATRE: Thanks. No more questions.

19 MR. CALDWELL: No questions for Mr. Fong.

20 MR. DAUBIN: No questions.

21 MR. FASSETT: No questions.

22 MS. JACKSON: No questions.

23 MS. FABRY: Klara Fabry.

24 BY MS. FABRY:

25 Q. You are working with the mapping system as part of your

1 responsibility, the mapping system?

2 A. No. No, I don't.

3 Q. Thank you.

4 MR. SHORI: Sunil Shori, PUC. Just one quick question.

5 BY MR. SHORI:

6 Q. Valve 21, 30 and 40 --

7 A. Valve 21-R.

8 Q. 21-R.

9 A. 21-R, 38 and 40, that's from my recollection.

10 Q. And what do they control? What is their purpose?

11 A. I can't tell you.

12 Q. Thank you.

13 BY MR. KATCHMAR:

14 Q. Peter Katchmar, U.S. DOT. Are you on any Integrity  
15 Management committees?

16 A. No, I'm not.

17 MR. KATCHMAR: Thank you.

18 MR. GUNTHER: No questions.

19 MS. MAZZANTI: No questions.

20 MR. SPERRY: No questions.

21 MR. NICHOLSON: I've got some questions. Matt  
22 Nicholson, NTSB.

23 BY MR. NICHOLSON:

24 Q. The valves you're referring to, 21, 38 and 40, is that  
25 how they're tagged in the field?

1           A.    Yeah, 21-R.  That's how -- there is actually a tag right  
2 next to the controller says 21-R, V 21-R or V 38 or V 40, I  
3 believe.

4           Q.    How are the controllers powered?

5           A.    I believe they are powered by AC on UP system.

6           Q.    120?

7           A.    I believe so, but I'm not sure.

8           Q.    And how do the controllers tie back into the PLC?

9           A.    The PLC pulls the controllers through a local ethernet  
10 LAN.

11          Q.    Okay.

12          A.    Or ethernet system.  It's not tied to land at all.  It's  
13 a localized control network.

14          Q.    Ethernet?

15          A.    Ethernet.

16          Q.    In control --

17          A.    Yes, talking about --

18          Q.    And what kind of inputs and outputs does the controller  
19 have?

20          A.    The controllers themselves have both NR and digital  
21 IO's.  The exact count, I don't remember.

22          Q.    And what is on the analog inputs on these specific  
23 controllers?

24          A.    I'm going by memory now.  I think the pressure is on  
25 input and I don't know what else is on it.  The other data is

1 obviously full analog and digital data.

2 Q. Okay. So the controller comes in on a single analog, is  
3 that -- I mean, the valve comes in on one analog? Is it getting a  
4 pressure transducer signal?

5 A. Yes.

6 Q. So the pressure transducer is on one analog input?

7 A. Yes.

8 Q. At least.

9 A. Yes.

10 Q. Is it getting temperature or any other --

11 A. I'm not sure.

12 Q. All right. That's all I've got for now. Thank you.

13 MR. CHHATRE: I have no more questions. Thank you very  
14 much for your time and help in this investigation.

15 MR. FONG: Thank you, I appreciate it.

16 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           PACIFIC GAS & ELECTRIC COMPANY  
                                  SEPTEMBER 9, 2010 ACCIDENT  
                                  SAN BRUNO, CALIFORNIA  
                                  Interview of Wayne Fong

DOCKET NUMBER:           DCA-10-MP-008

PLACE:                    Burlingame, California

DATE:                     January 6, 2011

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been compared to  
the recording accomplished at the hearing.

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Sandra K. Ledford  
Transcriber