

INSPECTOR'S STATEMENT
POST-ACCIDENT INTERVIEW OF:

MR. JOHNNY-DAMON EUGENE QUINTON – MECHANIC CERTIFICATE #: [REDACTED]

My name is J. D. Huss. I am an Aviation Safety Inspector assigned the duties of the Safety Program Manager, Flight Standards District Office, Albuquerque, New Mexico. I have been employed as an Aviation Safety Inspector since September 25, 1989 and have been assigned to the Albuquerque FSDO for the entire time. The following is a transcript of the post-accident interview (FTW06FA056) of Mr. Johnny-Damon Eugene Quinton conducted at Julie's Aircraft Services, Inc. (JAS); El Paso, Texas on the afternoon of January 17, 2006. Mr. Quinton was a mechanic dispatched to receive on-the-job training (OJT) concerning "on-call maintenance services" for a suspected oil leak on CA1515, (N32626), a B-737-524, under a contract between Continental Airlines (CAL) and Julie's Aircraft Services, Inc. JAS is not contracted as a "Repair Station" all work is completed and returned to service under the individual's mechanic certificate and Inspection Authorization.

When asked to describe the event, Mr. Quinton recalled –


He is receiving OJT on air carrier maintenance and is supposed to go on call-outs. He was told a Continental B-737 had an oil leak on one engine. He, along with Mr. Buchanan (Donald Gene Buchanan) and Mr. Huggins (Frank Lee Huggins) went to the gate area. Upon their arrival the aircraft was pushed away from the jet-way, with a tug and tow-bar attached. CAL was boarding passengers by having them walk across the ramp and up a set of stairs attached to a truck. He remembers the APU running but does not remember a GPU cable plugged into the aircraft.

They parked the vehicle by the right wingtip. Mr. Buchanan and Mr. Huggins left and walked toward the aircraft. Mr. Quinton assumes they went to meet the crew ("They always do this first.") however he did not go with them. Mr. Buchanan and Mr. Huggins returned and the three of them went to the #2 engine where they saw the oil spots on the ramp. They opened the cowl doors. He watched Mr. Buchanan and Mr. Huggins squat on the inboard side of the engine near the Constant Speed Drive (CSD). A drain cluster located there had oil dripping from it. Mr. Buchanan and Mr. Huggins then walked around the nose of the aircraft. When Mr. Buchanan and Mr. Huggins returned they told Mr. Quinton they were going to run the engine. He was instructed to go to a point approximately 8 feet away from the right side of the engine and remain there.

The engine is started and stabilized at what sounded like idle power. Mr. Buchanan is kneeling down on the outboard side, while Mr. Huggins is squatting on the inboard side, of the engine. The drain spat oil and began to leak. Shortly after the start, the engine accelerated in power (*Mr. Quinton guesses it was moved to mid-power range*) and remained at the power setting. As engine power was increased, the leak rate seemed to increase. During this time (*Mr. Quinton guesses 2-4 minutes*) Mr. Buchanan moves to a standing position. Mr. Buchanan then moves forward – out of the area between the engine and cowl doors (*because of the doors, Mr. Quinton could only see the lower portions of a person's legs*) and is sucked around the inlet lip and into the engine. Mr. Quinton moved into the First Officer's view and gave the "engine cut" sign.

When asked about the training he had received from CAL, Mr. Quinton stated: They had watched videotapes on how to sign-off repairs on aircraft and other sign-offs. They had a 1-day course on Company Listing, Drugs, MEL, and Paperwork.

This statement is to the best of Mr. Quinton's and my recollection of the interview and the transcription of my notes.


J. D. Huss
Aviation Safety Inspector

INSPECTOR'S STATEMENT
POST-ACCIDENT INTERVIEW OF:
FRANK LEE HUGGINS – MECHANIC CERTIFICATE #: [REDACTED]

My name is J. D. Huss. I am an Aviation Safety Inspector assigned the duties of the Safety Program Manager, Flight Standards District Office, Albuquerque, New Mexico. I have been employed as an Aviation Safety Inspector since September 25, 1989 and have been assigned to the Albuquerque FSDO for the entire time. The following is a transcript of the post-accident interview (FTW06FA056) of Frank Lee Huggins conducted at Julie's Aircraft Services, Inc. (JAS); El Paso, Texas on the afternoon of January 17, 2006. Mr. Huggins was a mechanic dispatched to perform "on-call maintenance services" for a suspected oil leak on CA1515, (N32626), a B-737-524, under a contract between Continental Airlines (CAL) and Julie's Aircraft Services, Inc. JAS is not contracted as a "Repair Station" all work is completed and returned to service under the individual's mechanic certificate and Inspection Authorization.

When asked to describe the event, Mr. Huggins recalled –

Julie's received a call from Chris (*a station agent for CAL*) around 0830/0845 – CA1515 had an oil leak on the #2 engine. Mr. Huggins took Don (*Donald Gene Buchanan*) and Johnny (*Mr. Quinton-Damon Eugene Quinton*) along – Mr. Quinton was getting OJT. When they arrived at Gate B-9 CAL was boarding the airplane.

They parked on the right side of the #2 engine near the rear of the engine. Mr. Buchanan & Mr. Huggins opened the cowlings and laid down under the engine to look for the leak. They found residual oil on the lower lines and inside the cowlings doors. They suspected over-servicing. Mr. Huggins asked the Captain for the logbook – aircraft was serviced with 1 quart for each engine on Sunday (*the preceding day*). Mr. Buchanan noticed a drain cluster near the Constant-Speed-Drive (CSD) dripping. He wiped it off and it did not drip again. They decided to run the engine to pressurize the sumps. At this time CAL was loading bags fore & aft. They asked CAL to move the loaders to allow them to do a run-up.

The jet way was not operating properly, so CAL was loading the airplane by having people walk across the ramp and up the stairs (*mobile stairs mounted to a pickup truck*). They couldn't get up the steps to talk to the crew, so they needed to use the outside headset. They went to the tug, got a headset and Mr. Huggins went to the nose of the aircraft to hook up. When Mr. Huggins came back, Mr. Buchanan was on the headset and talking to (Mr. Huggins assumed) the Captain. Mr. Buchanan handed Mr. Huggins the headset. Mr. Huggins told the crew they were clear to start #2. (They had made a decision to run it for two or three minutes. Mr. Buchanan and Mr. Huggins lay under the engine while it was started – Mr. Huggins was on the inboard side, Mr. Buchanan was outboard. The cockpit crew did not request anyone remain on the headset. After 2 minutes the drain spits a teaspoon of oil and begins to drip. They began to time the drip rate and timed it several times. They were near the rear of the engine; Mr. Huggins thinks their heads were even with the forward edge of the thrust reverser cowlings. Mr. Buchanan flashed the drip rate with his fingers. During the second minute of timing, Mr. Buchanan got up, sat upright, and then stood up. Mr. Huggins had moved inboard and could only see Mr. Buchanan's legs from that position. Mr. Huggins looked up as Mr. Buchanan was pulled off his feet and into the engine – he appeared to enter back first. The compressor stalled and flashed – no fire, only a red mist – then continued to run. Mr. Huggins' not sure if the engine was shutdown or Mr. Buchanan's body put the fire out.

After engine shutdown, Mr. Huggins came around the rear of the engine toward the truck. The "call-out" phone (*a cell phone*) rang. Someone from CAL Maintenance Control wanted to talk to someone working on the airplane. Mr. Huggins thinks he blurted, "Don went through the #2 engine!" The guy screamed and hung up. Mr. Huggins called Jim Stevens (JAS).

When asked about the training he had received from CAL, Mr. Huggins stated: They've watched video tapes on how to sign-off repairs on CAT II aircraft, RVSM and other sign-offs. They had a 1-day course on Company Listing, Drugs, MEL, and Paperwork.

This statement is to the best of Mr. Huggins and my recollection of the interview and the transcription of my notes.


J. D. Huss
Aviation Safety Inspector

Inspector Statement

Interviewed Mr. Johnny Damon Eugene Quinton, A & P certificate number, [REDACTED] on January 17, 2006, at Julie's Aircraft Service, Inc. Johnny is employed by: Julie's Aircraft Service, Inc., El Paso International Airport, 6805 Boeing Drive, El Paso Texas, 79925-1105, Telephone Number (915) 772-2900, as a technician. Johnny was currently under company On The Job Training (OJT). This interview was conducted in regards to the Continental Airlines (CALA) B-737-224, N32626, Flight 1515, ground accident of 1/16/2006. This accident occurred at CALA terminal gate B-7. Accident case number, DFW06FA056. Julie's Aircraft Service, Inc., on-call maintenance personnel are identified as listed below.

- Aircraft Location: ELP International Airport, CALA terminal gate B-7.
- Mechanic: Frank L. Huggins, A & P Certificate Number, [REDACTED]
- Mechanic: Johnny D. E. Quinton, A & P Certificate Number, [REDACTED]
- Deceased Mechanic: Donald G. Buchanan, A & P Certificate Number, [REDACTED] I.A, Private Pilot, Single Engine Land certificate number, [REDACTED]

Johnny stated he accompanied Don and Frank concerning the above aircraft suspected of a #2 engine oil leak. Don, Frank and Johnny dispatched to terminal gate B-7 in their maintenance truck where the CALA aircraft was parked. Johnny stated that when they drove up to the right side of the aircraft, he noticed passengers were boarding via of the mobile air stairs. Johnny stated that he noticed that a tractor and tow bar were hook up to the aircraft. Johnny said he saw existing oil under #2 engine and assisted Don and Frank open up the inboard and outboard engine cowlings. Johnny said all three of them noticed residual oil inside of the cowlings and around the bottom of the engine lines and the drain lines had oil drip(s). Johnny said he thought the oil was coming from the Constant Speed Drive (CSD) drain line. Johnny said Don and Frank told him they decided to have the crew run the engine to investigate the source of the oil leak. Johnny said he does not remember and/or noticed who was on the headset communicating with the flight crew. After engine start, Johnny said the engine increased in power. Johnny said he was located at the 2 o'clock position approximately 5 to 7 feet from the right side of the engine. Johnny stated he was on OJT and was there to strictly to observe maintenance being performed by the other two mechanics. Johnny said Frank was located on the inboard side of the engine and Don was located on the outboard side. Johnny said while the engine run was in the process, Don and Frank were in the sitting/kneeling position, communicating through hand signals while counting oil drops from the engine drain line(s). Johnny said Don got up from the sitting/kneeling position and move to the right (forward of the engine cowl), Johnny saw Don's hat fly and Don immediately followed. Johnny said it was just as if Don was lifted off of the ground and sucked into the engine intake. Johnny said there was somewhat of an immediate bang and he ran forward adjacent to the First Officer's window and gave an engine chop sign. Johnny said he didn't know if the crew shut the engine down and/or if it shut down by it-self. Johnny said the events happened so fast.

Inspector Questions Asked and Mr. Johnny D. E. Responses

- Question: When you arrived at the gate was the APU running.
- Answer: Yes, when we drove past the tail I heard the APU running.

- Question: Was GSE ground electrical hook to the aircraft.
- Answer: I do not remember.

- Question: Was anyone manning the ground to cockpit headset while the engine run was being conducted.
- Answer: No.

- Question: Have you received any Part 121 carrier formal/initial aircraft type maintenance training from CALA, or any other operator. What training have you received from CALA.
- Answer: None. I'm currently on OJT.

- Question: What type of heavy aircraft experience do you have.
- Answer: I was in the Air Force for 9 years and work on B-52's and KC-135's.

- Question: Before and/or during the engine run was being conducted did you see Don and/or Frank have any maintenance instructions from CALA Maintenance Control and/or a B-737 AMM engine run procedures for checking the known oil leak, etc.
- Answer: No.

Interview Attendees

1. Mechanic: Johnny Damon Eugene Quinton, A & P certificate number, [REDACTED]
2. Thorleifur "Julie" Juliusson, Company President, Julie's Aircraft Service, Inc.
3. Jim Stephens, Chief Inspector, A & P Certificate Number, [REDACTED] Julie's Aircraft Service, Inc.
4. J. D. Huss, FAA Aviation Safety Inspector, FSDO, Albuquerque, NM.
5. M. L. Busboom, FAA Aviation Safety Inspector, COA CMO, Houston, TX.

The above interview, statements, questions, answers, and interpretations have been recorded and documented to the best of my ability.



M. L. Busboom
Aviation Safety Inspector – PPM
COA CMO

Inspector Statement

Interviewed Mr. Frank L. Huggins, A & P certificate number, [REDACTED] on January 17, 2006, at Julie's Aircraft Service, Inc.. Frank is employed by: Julie's Aircraft Service, Inc., El Paso International Airport, 6805 Boeing Drive, El Paso Texas, 79925-1105, Telephone Number (915) 772-2900, as a technician/supervisor. This interview was conducted in regards to the Continental Airlines (CALA) B-737-224, N32626, Flight 1515, ground accident of 1/16/2006. This accident occurred at CALA terminal gate B-7. Accident case number, DFW06FA056. Julie's Aircraft Service, Inc., on-call maintenance personnel are identified as listed below.

- Aircraft Location: ELP International Airport, CALA terminal gate B-7.
- Mechanic: Frank L. Huggins, A & P Certificate Number, [REDACTED]
- Mechanic: Johnny D. E. Quinton, A & P Certificate Number, [REDACTED]
- Deceased Mechanic: Donald G. Buchanan, A & P Certificate Number, [REDACTED]
[REDACTED] I.A, Private Pilot, Single Engine Land certificate number, [REDACTED]

Frank stated he received a call from Chris Burtz (CALA Station Operations), stating the above aircraft had an oil leak at #2 engine. Don, Frank and Johnny dispatched to terminal gate B-7 in their maintenance truck. Frank stated that when they drove up to the right side of the aircraft they noticed passengers were boarding via of the mobile air stairs. Don and Frank noticed oil under #2 engine and opened up the inboard and outboard engine cowling. Frank said they found residual oil inside of the cowling and around the bottom of the engine lines and the drain line(s) had oil dripping. Frank said Don suspected the engine was over serviced with oil. Frank said he wanted to talk to the captain face to face but was unable to go up the mobile air stairs because passengers were in the process of loading. In addition, forward and aft cargo loading was still in the process. Frank said he went to the nose of the aircraft where the tractor and tow-bar was connected to the aircraft and wanted to talk to the Captain by using the ground to cockpit handset/headset. He stated it was not hooked up to the aircraft and did not know how to hook it up. Ramp personnel hooked the headset up to the aircraft for him. Don got on the headset to talk to the crew. Frank stated after Don got off the headset, he said the last engine service; each engine took one (1) quart of oil. Frank said Don gave him the headset to talk to the crew to start the #2 engine. Frank said the cargo loading was complete and clear to start #2 engine. Frank said #2 was started and asked the crew to run the engine for 2 to 3 minutes. Frank thought Don got back on the headset, but was not sure. Frank said himself and Don went back to the engine to check for the oil leak. Frank said he was located at the engine inboard side and Don was located aft the out board side. Frank said himself and Don counted oil drops coming out of the engine drain line(s) for one minute. Frank said they wanted to do this one more time. During the second oil drip count, Frank said Don was sitting in an Indian style (legs crossed) and got up and moved to the right.

Frank said he knows Don moved to the right, by seeing his feet turn to the right from under the engine. Frank stated he rolled inboard to the fuselage and then saw a flash of red, as like fog. Frank said he did not see Don's feet any more. Frank said he went up towards nose and looked into the engine intake, the engine was still motoring and then he went to the rear of the engine where there was a red mass. Frank said he was in shock and ran to his truck and found his cell phone ringing and answered it. Frank said it was CALA maintenance control. Frank said he blurted, Don went through #2 engine, maintenance control hung up. Frank said he went to CALA operations and told Chris what happened.

Inspector Questions Asked and Mr. Frank L. Huggins Responses

- Question: When you arrived at the gate was the APU running.
- Answer: I do not remember if the APU was running or not.

- Question: Was GSE ground electrical hook to the aircraft.
- Answer: I do not know, I thought it was. It was so noisy.

- Question: Was anyone manning the ground to cockpit headset while the engine run was being conducted, when you and Don were checking for the #2 engine oil leak.
- Answer: No.

- Question: Have you received any Part 121 carrier formal/initial aircraft type maintenance training from CALA, or any other operator. What training, if any, have you received from CALA.
- Answer: No. The CALA training I have received was how to sign off logbook discrepancy entries once corrected, paperwork etc. and video tape(s) concerning CAT, ETOPS and RVSM aware.

- Question: When you were conducting the engine run, did you receive any maintenance instructions from CALA Maintenance Control and/or a B-737 AMM engine run procedures for checking the known oil leak, etc.
- Answer: No, I did not receive any maintenance instructions from CALA Maintenance Control. Franks question back to me: What is an AMM. I explained.

- Question: If you had no maintenance procedures to conduct the engine run regarding the oil leak, how and why did you continue with the engine run.
- Answer: Engine oil leaks are a common occurrence. We continued because of our past experience.