

# **Appendix K**

## **Hazardous Materials Factual Report**

Interview Notes

Rancho Cordova, CA  
DCA-00-MA-026

**NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Pipeline and Hazardous Materials Safety**

**ORAL INTERVIEW**

<b>Person Conducting Interview:</b>	<b>Place of Interview:</b>	<b>Date:</b>
<b>Name</b> <u>Thomas L. Kenny Jr.</u>	Mather, CA	Feb 18, 2000
<b>Code</b>		
<b>Title</b>	<u>FAA Special Agent, Dangerous Goods and Cargo Security</u>	

**Other parties involved in the interview:**

Mr. Paul M. MAKSYM, Emery Worldwide Airlines, Supervisor Ground Safety  
Mr. Van A. WILSHIRE, ALPA, Accident Investigation Committee

<b>Type of Interview:</b>	<b>Location of Interview: (Check one)</b>
<input type="checkbox"/> Telephone <input checked="" type="checkbox"/> Personal	<input type="checkbox"/> Office <input checked="" type="checkbox"/> Field

<b>Name of Person Interviewed:</b>	<b>Title:</b>
Mr. Wayne LASHLEY	General Manager

<b>Name and Address of Firm:</b>	<b>Type of Operation:</b>
EMERY WORLDWIDE	Air Expedite

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(Statements are paraphrased)

The following interview was conducted in conjunction with NTSB investigative activities surrounding Accident Number DCA-00-MA-026.

On February 18, 2000, at 1430, an interview was conducted with Mr. Wayne LASHLEY, General Manager for the EMERY WORLDWIDE station located at 10260 Truemper Way, Mather, CA, 95655. The objective for this interview was to obtain information about this stations operations concerning the acceptance of cargo, including Dangerous Goods (DG) shipments.

Mr. LASHLEY stated that EMERY WORLDWIDE handles all receiving, documentation and build-up of cargo for Mather station. Once cargo has been properly received, documented, built-up and weighed, the Unit Load Devices (ULD) are passed on to its contracted ground handling service, MIAMI AIRCRAFT SUPPORT, for loading aboard an EMERY WORLDWIDE AIRLINES aircraft. Once cargo leaves the EMERY WORLDWIDE Mather cargo facility, it

becomes the responsibility of MIAMI AIRCRAFT SUPPORT and EMERY WORLDWIDE AIRLINES.

Mr. LASHLEY was asked about this stations DG acceptance procedures. He stated that the drivers will perform a DG checklist at the time of pick up from the customer. If DG is tendered directly to the station, a DG checklist would be performed by a trained specialist at the station. Mr. LASHLEY was asked about the manpower status for a normal nighttime operation. He stated that normal manpower for night operations would be 9 to 10 personnel consisting of 2 Supervisors, 3-4 Drivers (Drivers assist with the cargo build-up once routes are complete), and 4 contracted Warehouse personnel. Mr. LASHLEY was asked for the DG training records for the personnel involved with the acceptance, documentation and build-up of cargo. Mr. LASHLEY provided the following copies of the requested records:

Mr. Steve MURPHY - DG Acceptance - April 22, 1999  
Ms. Ann MILER - DG Acceptance - February 11, 1999  
Mr. James ALDER - DG Acceptance - March 15, 1999  
Mr. Edward CHANCELLOR - DG Acceptance - March 15, 1999  
Mr. David LABBE - Driver Training/Dock Workers - August 28, 1999  
Mr. Sergio RAMOS - Dock Worker - September 11, 1999  
Mr. Charles BROWN - Driver Training/Dock Workers - August 28, 1999  
Ms. Ariel QUANTERO - Dock Worker - September 11, 1999  
Mr. Curtis DOYLE - Dock Worker - September 11, 1999  
Mr. Emilio LANSANG - Dock Worker - September 11, 1999  
Ms. Karen GRIBBLE - Driver Training/Dock Workers - August 28, 1999  
Mr. Thomas F. RIZZEL - Driver Training/Dock Workers - September 11, 1999  
Mr. David CARROLL - Driver Training/Dock Workers - September 11, 1999  
Mr. Tito ALVAREZ - Driver Training/Dock Workers - August 28, 1999  
Mr. Marcus MONGO - Driver Training/Dock Workers - August 28, 1999

Mr. LASHLEY was asked if there were any employees on duty at this time that were involved with the build-up operations for EMERY WORLD AIRLINES flight #17 on February 16, 2000. He stated that Mr. James ALDER, Cargo Supervisor, was available for interview.

**NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Pipeline and Hazardous Materials Safety**

**ORAL INTERVIEW**

<b>Person Conducting Interview:</b>	<b>Place of Interview:</b>	<b>Date:</b>
<b>Name</b> <u>Thomas L. Kenny Jr.</u>	Mather, CA	Feb 18, 2000
<b>Code</b>		
<b>Title</b>	<u>FAA Special Agent, Dangerous Goods and Cargo Security</u>	

**Other parties involved in the interview:**

Mr. Paul M. MAKSYM, EMERY WORLDWIDE AIRLINES, Supervisor Ground Safety  
Mr. Van A. WILSHIRE, ALPA, Accident Investigation Committee

Mr. David A. AARON, Associate Corporate Counsel for EMERY WORLDWIDE

<b>Type of Interview:</b>	<b>Location of Interview:</b> (Check one)
<input type="checkbox"/> Telephone <input checked="" type="checkbox"/> Personal	<input type="checkbox"/> Office <input checked="" type="checkbox"/> Field

<b>Name of Person Interviewed:</b>	<b>Title:</b>
Mr. James ALDER	Cargo Supervisor

<b>Name and Address of Firm:</b>	<b>Type of Operation:</b>
EMERY WORLDWIDE	Air Expedite

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(Statements are paraphrased)

The following interview was conducted in conjunction with NTSB investigative activities surrounding Accident Number DCA-00-MA-026.

On February 18, 2000, at 1500, an interview was conducted with Mr. James ALDER, Cargo Supervisor for the EMERY WORLDWIDE station located at 10260 Truemper Way, Mather, CA, 95655. The objective for this interview was to obtain information about this stations operations concerning the acceptance of cargo, including Dangerous Goods (DG) shipments.

Mr. ALDER was asked if EMERY WORLDWIDE had provided him with DG Training. He stated that he had received DG Training and receives recurrent training annually. Mr. ALDER added that he is a DG Trainer for this station and actually conducts DG Training for EMERY

WORLDWIDE employees. He stated that EMERY WORLDWIDE Supervisors and Drivers receive function specific training (IATA, DG Acceptance Checklist) allowing them to accept DG shipments for air transport. All other employees involved with the acceptance and build-up of cargo receive DG recognition training. (DG recognition training allows the employee to recognize DG package markings and labels only. This enables those trained employees to recognize the difference between general cargo and DG cargo.) Those employees that receive recognition training are not allowed to accept DG shipments. Initial training consists of a DG Video and use of a workbook. Training time is 4 hours.

He stated that DG is loaded in/on pallets (Unit Load Devices (ULD) in accordance with the segregation chart and placarded. Once DG is loaded in/on ULD, all information is notated on the Dangerous Goods Load Notification to Captain. The ULD is placarded with a EMERY WORLDWIDE placard. The placard is on a white background with red cross hatch markings around the border. The placard is marked with the hazard class and division of each hazardous material loaded into the ULD. In addition, the placard is marked with a Cargo Compatibility Table to ensure proper segregation of the hazard classes. Any irregularities will be reported to EMERY WORLDWIDE Supervisors. Once ULD is complete it is turned over to MIAMI AIRCRAFT SUPPORT for loading onto EMERY WORLDWIDE AIRLINES aircraft.

DG checklists may be performed by the EMERY WORLDWIDE Driver upon pick up. If DG shipments are tendered at the cargo facility, a DG checklist will be completed by a Cargo Supervisor.

Mr. ALDER was asked about the loading of the Military cargo on February 16, 2000. He stated that he remembered that there were 2 or more 55 gallon metal drums that were loaded. He could not remember the exact count. He could not remember any other details about the Military cargo

A review of EMERY WORLDWIDE DG Training records revealed that Mr. ALDER received DG Training on March 15, 1999. Recurrent DG Training should be completed in March of 2000.

**NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Pipeline and Hazardous Materials Safety**

**ORAL INTERVIEW**

<b>Person Conducting Interview:</b>	<b>Place of Interview:</b>	<b>Date:</b>
<b>Name</b> <u>Thomas L. Kenny Jr.</u>	Mather, CA	Feb 19, 2000
<b>Code</b>		
<b>Title</b> <u>FAA Special Agent, Dangerous Goods and Cargo Security</u>		

**Other parties involved in the interview:**

Mr. David A. AARON, EMERY WORLDWIDE, Associate Corporate Counsel

<b>Type of Interview:</b>	<b>Location of Interview:</b> (Check one)
<input type="checkbox"/> Telephone <input checked="" type="checkbox"/> Personal	<input type="checkbox"/> Office <input checked="" type="checkbox"/> Field

<b>Name of Person Interviewed:</b>	<b>Title:</b>
Mr. Steve MURPHY	Cargo Supervisor

<b>Name and Address of Firm:</b>	<b>Type of Operation:</b>
EMERY WORLDWIDE	Air Expedite

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(Statements are paraphrased)

The following interview was conducted in conjunction with NTSB investigative activities surrounding Accident Number DCA-00-MA-026.

On February 19, 2000, at 1057, an interview was conducted with Mr. Steve MURPHY, Cargo Supervisor for the Emery Worldwide station located at 10260 Truemper Way, Mather, CA, 95655. The objective for this interview was to obtain information about this stations operations concerning the acceptance of cargo, including Dangerous Goods (DG) shipments.

Mr. MURPHY was asked to describe the actions taken by EMERY WORLDWIDE concerning the acceptance of DG shipment that was loaded onboard EMERY WORLDWIDE AIRLINES flight #017, on February 16, 2000. A copy of the Declaration for Dangerous Goods tendered under Air Waybill #177 607 933 - S was presented for Mr. MURPHY'S review. Mr. MURPHY stated that this particular shipment was picked up by RDA, a contracted cartage service for EMERY WORLDWIDE. He stated that, normally, the DG acceptance checklist would be

performed by the driver at time of pick up but that RDA does not perform this procedure when picking up for EMERY WORLDWIDE. He stated that in this case, the shipment was picked up by RDA and brought to the EMERY WORLDWIDE cargo facility. Mr. MURPHY stated that he completed the DG acceptance checklist for this shipment. Once accepted, it was built up on a pallet. He then notated the information on the EMERY WORLDWIDE Dangerous Goods Load Notification to Captain. At that point the loaded pallet and the Notification to Captain are transferred to MIAMI AIRCRAFT SUPPORT for loading on the EMERY WORLD WIDE AIRLINES aircraft.

Mr. MURPHY was asked about the Military Manifest that was received from DLA DEFENSE DEPOT located in Tracy, CA. He stated that this manifest and cargo were picked up in Tracy, CA, and transported to the EMERY WORLDWIDE cargo facility in Mather, CA, on February 16, 2000. This pick up is contracted to MOTIVATED TRANSPORTATION DYNAMICS INC. (MTD). MTD picks up the Military shipments in TRACY, CA, for EMERY WORLDWIDE and labels all pieces with applicable Air Waybill number.

Mr. MURPHY was asked if there were any Dock Workers on duty that were involved with the cargo build-up on February 16, 2000. He stated that there was one worker on duty at this time and he identified the worker as Mr. Patrick TRUJILLO.

#### 1130 Hours

Upon completion of the interview of Mr. Patrick TUJILLO, Mr. MURPHY was asked for a copy of Mr. TRUJILLO'S DG Training records. The training record provided for Mr. TRUJILLO listed training for "HAZ COM Right to Know" and "HAZ WOPER". Mr. MURPHY stated that Mr. TRUJILLO has not had DG training from the EMERY WORLDWIDE DG Training program but is scheduled for training this month. He has had on the job (OJT) training regarding the handling of DG shipments but no formal record of that training exists. Mr. MURPHY further stated that all Dock Workers know about "Position #1" for EMERY WORLDWIDE DG shipments.

#### 1602 Hours

Mr. MURPHY was contacted regarding the printed Military Manifest dated February 16, 2000. Some of the sections on the manifest had been crossed out with a "X". It was unclear what the crossing out of these sections meant. Mr. MURPHY stated that if sections of the Military Manifest are crossed out it means that those specific items on the Military Manifest were not loaded onboard the aircraft. (Flight #017)





number of drums. He could not remember how many total pallet positions the Military cargo was built on.

The only other shipment Mr. TRUJILLO remembered was the DG shipment of explosives. Mr. TRUJILLO stated he was not involved with the build up of the explosives.

**NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Pipeline and Hazardous Materials Safety**

**ORAL INTERVIEW**

**Person Conducting Interview:** **Place of Interview:** **Date:**  
Name Thomas L. Kenny Jr. Mather, CA Feb 20, 2000  
Code  
Title FAA Special Agent, Dangerous Goods and Cargo Security

**Other parties involved in the interview:**

Mr. Paul M. MAKSYM, EMERY WORLDWIDE AIRLINES, Supervisor Ground Safety

**Type of Interview:** **Location of Interview: (Check one)**  
 Telephone  Personal  Office  Field

**Name of Persons Interviewed:** **Title:**  
Mr. James ALDER Cargo Supervisor  
Mr. Ed CHANCELLOR Regional Manager  
**Name and Address of Firm:** **Type of Operation:**  
EMERY WORLDWIDE Air Expedite

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(Statements are paraphrased)

The following interview was conducted in conjunction with NTSB investigative activities surrounding Accident Number DCA-00-MA-026.

On February 20, 2000, at 1530, an interview was conducted with Mr. James ALDER, Cargo Supervisor and Mr. Ed CHANCELLOR, Regional Manager for the EMERY WORLDWIDE station located at 10260 Truemper Way, Mather, CA, 95655. The objective for this interview was to obtain information about this stations operations concerning Dangerous Goods (DG) Training for EMERY WORLDWIDE employees.

Mr. ALDER stated that initial DG Training for DG Specialists is conducted at EMERY WORLDWIDE corporate office in Dayton, OH. The course is an International Air Transport Association (IATA) DG based course that lasts approximately 4 days. EMERY WORLDWIDE accepts DG shipments under IATA DG Regulations and this course teaches the student to use the IATA DG Regulation reference book for the acceptance and transport of DG shipments.

Mr. ALDER and Mr. CHANCELLOR were asked if there was a copy of EMERY WORLDWIDES DG Training program on hand at the Mather station. Mr. CHANCELOR stated that the only training materials on hand at this station are the "Air Transportation of Dangerous (For Dockworkers and Ground Handling Personnel) Instruction Book and the CD ROM for Computer Based Training (CBT). Training materials for the DG Specialist course are located at the corporate office. Mr. ALDER provided a copy of the Dockworkers and Ground Handling Personnel Instruction Book for NTSB records. All other training materials, including a copy of the CD ROM, can be obtained from the EMERY WORLDWIDE corporate office.

Air Waybill Investigation  
EMERY WORLDWIDE AIRLINES, Flight #017, February 16, 2000

The following investigations were conducted in conjunction with NTSB activities surrounding the Accident Number DCA-00-MA-026.

February 18, 2000

0933  
TELEDYNE ELECTRONIC TECHNOLOGIES  
Mr. Walt Weber  
[REDACTED]  
Emery# 160 874 982 - 4

Mr. Weber stated that the contents of the shipment were a "Traveling Wave Tube" consigned to NORTHROP GRUMMAN CORPORATION. Stated the shipment contained no Dangerous Goods. Mr. Weber faxed invoice at 1045.

0940  
AGES Support Team  
Mr. Wayne Kuni  
[REDACTED]  
Emery# 167-406-956-2

Mr. Kuni stated that the shipment contained landing gear for a King Air B-200 aircraft, in loaded crates. No dangerous goods were contained in this shipment.

0945  
MASERCRAFT MANUFACTURING CORPORATION (MMC)  
Mr. Mike Newlin  
[REDACTED]  
Emery# 183 485 851 T / 183 485 850 - 9

Mr. Newlin stated that the shipment contained aluminum pieces. The shipment did not contain any Dangerous Goods. Faxed invoice at 1501. Invoice list the contents as stainless steel frames and aluminum trim

0948  
Intel  
Ms. Amy Trainer  
[REDACTED]  
Emery# 182 090 355-7

Ms. Trainer stated that the shipment contained microcircuits and electronic equipment. The shipment did not contain any Dangerous Goods. Faxed invoice at 0948. Invoice gives no details as to content.

0954

Parker Hannifin  
Mr. Gary Oliver  
[REDACTED]

Emery# 182-648-257-0

Mr. Oliver stated that the shipment contained no Dangerous Goods, and consisted of an element assembly for a fuel filter. Invoice lists material as simply "elements".

February 19, 2000

0850

MSAS Skyking Global Logistics  
Mr. Emmett McKnight  
[REDACTED]

Emery# 181-529-568-0

Mr. McKnight stated that this shipment contained computer parts. He also stated that MAS normally ships about 200 pounds of freight per flight on Emery. It appears that there were no Dangerous Goods on this shipment.

0900

Pelco  
Mr. Mark Ashburner  
[REDACTED]

Emery# 183-223-219-3/ 183-223-220-4/ 183-223-226-T

Invoices listed freight as "Surveillance Eqpt". Mr. Ashburner stated that the cargo consisted of an electronic input component for a 16-camera surveillance system and one corner-mount camera. No Dangerous Goods were included in this shipment.

Air Waybill Investigation  
EMERY WORLDWIDE AIRLINES, Flight #017, February 16, 2000

The following investigations are being conducted in conjunction with NTSB activities surrounding Accident Number DCA-00-MA-026.

The following Air Waybills remain under investigation and are pending follow up activity on February 22, 2000.

### **Mather, CA, Origin**

#186 262 573 – 2  
4 pieces 80 lbs.  
Described as “4 boxes loose”  
Shipper: John Westrick  
DST: Sterling, VA

#183 202 450 – 2  
1 piece 189 lbs.  
Described as “FSD”  
Shipper: GREENHECK FAN CORPORATION  
DST: Houston, TX

#170 193 827 – 1  
1 piece 200 lbs.  
Described as “Furniture Pieces”  
Shipper: PACIFIC POWDER COATING  
DST: Springlake, MI

#183 577 443 – 5  
1 piece 866 lbs.  
No Description  
Shipper: HEWLETT PACKARD  
DST: Huntsville, AL

### **Reno, NV, Origin**

#182 607 725 – 3  
3 pieces 2124 lbs.  
Described as “A/C Parts”  
Shipper: HELLMAN WORLDWIDE  
DST: Fort Lauderdale, FL

#179 407 257 – 7

2 pieces 46 lbs.

Described as “Welding Wire”

Shipper: UNITED STATES WELDING CORPORATION

DST: Dorval, PQ, Canada

#545 705 529 – 6

3 pieces 210 lbs.

Described as “Elec Transformer”

Shipper: EGS ELECTRICAL GROUP

DST: Yakima, WA

#849 337 964 – 2

23 pieces 902 lbs.

Described as “Auto Parts”

DST: Toronto, ON, Canada

All Air Waybills listed above have been contacted. Follow up contacts will be made on February 22, 2000, to confirm contents of each Air Waybill.