

Appendix G
Hazardous Materials Group Factual

Interview of Mike Mitchell and John Wesley (Wes) Hollington FedEx Ramp Agents

Interview to determine what and when DG information was provided to crash site.

Interview

Persons: John Wesley Hollington #363569

Ramp Agent

Date of Hire 4/29/99

#363569

Mike Mitchell #80900

Ramp Agent

Date Hire 6/6/88

#80900

Date: July 29, 2002

Time: 21:00 EDT

Place: FedEx Ramp, Tallahassee, Florida

Present at the above-mentioned interview in addition to those listed above were, James Henderson, NTSB; David E. Caywood, Jr. ALPA; Patrick N. Oppenheimer, FedEx; Mark Gentile, TSA.

The interview with Mr. Mitchell and Mr. Hollington, was scheduled to coincide with their work schedule and lasted thirty minutes.

Mr. Hollington, has been a ramp agent with FedEx for almost 2 of his more than three years at the company. Mr. Hollington states that he was outside when the accident occurred. At such time, Mr. Hollington ran back inside the FedEx facility and alerted the staff of the event. Mr. Hollington and Mr. Mitchell used the telephone system to call GOC in Memphis, Tennessee.

Mr. Hollington states that while on the telephone "he must have talked to 20 different People." Mr. Hollington was finally connected to Mr. Patrick N. Oppenheimer, FedEx, Manager, DG Admin. Questions coming from the scene regarding known dangerous goods were answered by Mr. Oppenheimer over the phone. They were:

1. Is the corrosive water-soluble? (Yes)
2. Does the explosive have a flash point? (No)

Mr. Mitchell was inside the FedEx ramp when the event occurred and acted in concert with Mr. Hollington with the procurement of information for the fire and rescue personnel arriving on the scene.

The FedEx computer system prints the Flight Dispatch Report (FDR) within 30 minutes of an aircraft departure at the destination station, such as was the case in Tallahassee. Retrieving the FDR print out from the trashcan, Mr. Mitchell drove his tug to the fire

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station. (All FedEx personal are trained not to transgress on to airport active movement areas with out prior permission.) With no personnel at the fire station to secure permission to proceed with the FDR to the scene, after ~~five~~ five minutes of waiting, Mr. Mitchell took it upon himself to run, on foot, the (about 500 yards) to the crash scene. Mr. Mitchel states that the elapse time from impact to delivery of the FDR was 20 minutes.

- DUE TO FIRE PERSONNEL
BEING AT THE SCENE.

[The FDR DG Summary contains among other things, Dangerous Goods hazard class and total quantity by location where loaded. This is the only company document that contains total quantity for each hazard class in each position.]

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