

BEFORE THE
UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

In re:)
))
ALASKAN AIRLINES)

Hilton Hotel
One Hegenberger
Oakland, California

Wednesday,
February 16, 2000

INTERVIEW OF ANGELITO BAUTISTA

The above-entitled matter convened pursuant to
notice at 2:29 o'clock p.m.

EXECUTIVE COURT REPORTERS, INC.

1320 Fenwick Lane, Suite 702
Silver Springs, Maryland 20910
(301) 565-0066

APPEARANCES:

On behalf of National Transportation Safety Board:

FRANK MC GILL,
National Transportation Safety Board
Office of Aviation Safety
Aviation Engineering Division
490 L'Enfant Plaza East, S.W.
Washington, DC 20594

On behalf of the Federal Bureau of Investigation:

KRISTEN VON KLEINSMID
Special Agent
Federal Bureau of Investigation
11000 Wilshire Boulevard
Suite 1700
Los Angeles, California 90025

On behalf of Alaskan Airlines:

Captain David B. Crawley, M.D.
Pilot

On behalf of Boeing:

Michael B. Lasley
3855 Lakewood Boulevard
Long Beach, California 90846

On behalf of the Federal Aviation Administration:

Dean Hamilton
Aviation Safety Inspector
Seattle Flight Standards District Office
1601 Lind Avenue, SW
Renton, Seattle 98055

I N D E X

PROCEEDINGS:

PAGE:

Angelito Bautista:

4

EXECUTIVE COURT REPORTERS, INC.

1320 Fenwick Lane, Suite 702
Silver Springs, Maryland 20910
(301) 565-00646

1 WEDNESDAY, FEBRUARY 16, 2000

2:29 O'CLOCK P.M.

2 P R O C E E D I N G S

3 MR. MC GILL: All right. My name is Frank McGill,
4 NTSB. This is the Maintenance Records Group, and we're just
5 trying to ask some questions to better understand this in-
6 play stabilizer, actuator problem.

7 MR. BAUTISTA: Yes, sir.

8 MR. MC GILL: Could we start off by you telling us
9 how long you've been working for Alaskan Airlines?

10 MR. BAUTISTA: Okay. I was hired as a mechanic on
11 November 6th, 1989.

12 MR. MC GILL: And how long have you been an A&P?

13 MR. BAUTISTA: How long I've been an A&P? I got
14 my license -- can I take a look?

15 MR. MC GILL: Yes.

16 MR. BAUTISTA: I can't remember now.

17 MR. MC GILL: I wouldn't, either. I wouldn't be
18 able to tell you my own, either.

19 MR. BAUTISTA: I have it over here. I don't
20 always carry it, you know.

21 MR. MC GILL: Well, just approximately, then.

22 MR. BAUTISTA: Okay, it's right here. The date of
23 issue was May 14th, 1989.

24 MR. MC GILL: Okay. So it's just a few months
25 prior to being hired here?

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: Yes, sir.

2 MR. MC GILL: Did you work for anyone else?

3 MR. BAUTISTA: Yes, sir, overseas. I worked for
4 Philippine Airlines before, from -- I forgot what date. But
5 I'd been there like less than four years or close to four
6 years as a mechanic, too.

7 MR. MC GILL: Okay. And what kind of mechanic
8 skill are?

9 MR. BAUTISTA: What do you mean?

10 MR. MC GILL: Well, I notice that you all rank
11 different skill levels, 3, 4, 5, in your airlines -- Alaskan
12 Airlines.

13 MR. BAUTISTA: Alaskan Airlines?

14 MR. MC GILL: Yeah. If you go up to your board up
15 there, you have a whole list of different skills.

16 MR. BAUTISTA: Oh, skill? You mean A&P? I was an
17 A&P mechanic.

18 MR. MC GILL: So you did maintenance-type?

19 MR. BAUTISTA: Skill, yes, sir.

20 MR. MC GILL: Okay. That's -- they designate
21 that, I think, as No. 3.

22 MR. BAUTISTA: No. 3? I'm not sure, you know.
23 Yeah, I know 1, 2, 3, 4, yeah.

24 MR. MC GILL: Okay. What can you tell us about
25 this card and so forth? What -- how was your involvement in

EXECUTIVE COURT REPORTERS, INC.

1 that and how this occurred?

2 MS. VON KLEINSMID: First of all, I believe that
3 -- are you inspector number -- you were an inspector at the
4 time, right?

5 MR. BAUTISTA: Yes. Yes, Ma'am.

6 MR. HAMILTON: What's your inspection date?

7 MR. BAUTISTA: Number?

8 MR. HAMILTON: No, date.

9 MR. BAUTISTA: Hire date?

10 MR. HAMILTON: Yeah.

11 MR. BAUTISTA: You mean the classification date,
12 is that what they call it?

13 MR. HAMILTON: Right.

14 MR. BAUTISTA: I think it was December '95. I'm
15 not sure '95 -- I think '95 or '96.

16 MS. VON KLEINSMID: And your stamp is No. 71?

17 MR. BAUTISTA: 71, yes.

18 MS. VON KLEINSMID: Okay. So you were the
19 inspector that worked on this Acme screw and nut and plate
20 check?

21 MR. BAUTISTA: Yes. Yes, Ma'am.

22 MS. VON KLEINSMID: Okay. Do you remember who the
23 mechanic was?

24 MR. BAUTISTA: No.
25

EXECUTIVE COURT REPORTERS, INC.

1 MS. VON KLEINSMID: Okay.

2 MR. MC GILL: Really, we were -- you see back
3 here, is this your writing?

4 MR. BAUTISTA: Yes, sir.

5 MR. MC GILL: And when you performed the check,
6 who was with you at the time?

7 MR. BAUTISTA: I don't remember, sir. This Victor
8 Valentine -- you know.

9 MR. MC GILL: So you all did the check?

10 MR. BAUTISTA: Yes, sir.

11 DR. CRAWLEY: Together? The two of you did it
12 together?

13 MR. BAUTISTA: Yes, sir.

14 MR. SEYER: Was there anybody else up there on the
15 tail stand with you, a lead mechanic, supervisor, anybody?

16 MR. BAUTISTA: I don't remember, sir.

17 MR. MC GILL: And when you got through, you did
18 this thing and you'd come up with 40 thousandths, is that
19 it?

20 MR. BAUTISTA: Yes, sir.

21 MR. MC GILL: Do you remember how many times you
22 would have done this to get that?

23 MR. BAUTISTA: No, sir.

24 MR. SEYER: To confirm the readings, would you
25 have done it twice, three times, five times?

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: I don't remember, sir.

2 DR. CRAWLEY: Did you get anybody else to come
3 look at it, then, since it's right at the limit? Did you
4 get a supervisor or --

5 MR. BAUTISTA: No, sir.

6 DR. CRAWLEY: You were an inspector already.

7 MR. BAUTISTA: Yes, sir.

8 DR. CRAWLEY: So you just wrote down what you saw?

9 MR. BAUTISTA: Yes, sir.

10 MR. LASLEY: The card says to accomplish it
11 several times. How would you determine the exact number
12 that you would wind up checking in, the number of times?

13 MR. BAUTISTA: The number of times? Five, six,
14 seven.

15 MR. LASLEY: What would you use for a criterion
16 for the quantity of times?

17 MR. BAUTISTA: Number of times?

18 MR. LASLEY: Well, the work stuff says check it
19 several times and make sure that the readings are within
20 one-thousandth of each other. What -- how would you
21 determine how many times it would take to call it a good
22 check?

23 MR. BAUTISTA: Maybe five times.

24 MR. LASLEY: You'd pick five?
25

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: Maybe five, yeah.

2 MR. SEYER: Did you discuss with the mechanic that
3 this plate check was at the limits or just over the limits
4 at 40 thousandths? Would you have talked to Victor about
5 this?

6 MR. BAUTISTA: I don't remember, sir.

7 DR. CRAWLEY: Would you normally have been right
8 there and both seen the reading on it?

9 MR. BAUTISTA: I don't remember.

10 MR. SEYER: When you're out doing these task
11 cards, would you have carried a packet of these up there
12 with you and write this up at the time, or would you go back
13 to the production office to write them up?

14 MR. BAUTISTA: Yeah, yeah.

15 MR. SEYER: Is that how it's normally performed?

16 MR. BAUTISTA: Um-hum.

17 MR. MYCK: Excuse me. While we're on this 40
18 thousandths, I would like to, for the record, state -- read
19 what it says on this work card:

20 "No. 11: Check that the end plate
21 limits are between 3,000 and 40,000ths
22 of an inch. Readings in excess of the
23 above are cause for replacement of the
24 Acme jack screw and nut."
25

EXECUTIVE COURT REPORTERS, INC.

1 Now, it's my contention that anything
2 above 40 thousandths would replace it.

3 I know that you say 39. I mean --

4
5 MR. MC GILL: I don't really say. That's just my
6 view of it right now. We don't -- we're not going to get
7 into that.

8 MR. MYCK: Okay.

9 MR. MC GILL: You're trying to make this right now
10 very legalistic, and I'm not getting into that. We're just
11 getting factual information. My view may be different and
12 neither one of us may be right. But let's don't get into
13 that right now. This is not the time for it.

14 If you had to replace -- have you ever replaced an
15 assembly?

16 MR. BAUTISTA: No, sir.

17 MR. MC GILL: You don't know --

18 MR. BAUTISTA: I don't remember, you know. I
19 would have to say, no, I don't remember, if I have replaced
20 one or none.

21 MR. MC GILL: How many times have you done this
22 in-play test?

23 MR. BAUTISTA: I don't remember, sir.

24 MR. MC GILL: Any idea? One? None?

25

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: I think according to this, you
2 know, one. But I don't remember.

3 MR. MC GILL: So you don't remember anything about
4 this?

5 MR. BAUTISTA: No, sir.

6 MR. MC GILL: And you haven't done one in a year
7 or two?

8 MR. BAUTISTA: I don't remember, sir.

9 MR. MC GILL: Okay.

10 MR. LASLEY: You were present for the initial
11 check. Were you there at all for the recheck?

12 MR. BAUTISTA: The recheck? What do you mean the
13 recheck?

14 MR. LASLEY: Well, when the card -- or the non-
15 routine was rechecked?

16 DR. CRAWLEY: The initial check -- or the card was
17 done. Yeah, initially that's where this 40 thousandths
18 figure comes from. And then it was done again on August 3.

19 MR. BAUTISTA: No, sir.

20 DR. CRAWLEY: You weren't there?

21 MR. BAUTISTA: I wasn't there.

22 DR. CRAWLEY: You didn't know that it was
23 rechecked at all?

24 MR. BAUTISTA: No, sir.
25

EXECUTIVE COURT REPORTERS, INC.

1 DR. CRAWLEY: Until now?

2 MR. BAUTISTA: Until now, yeah.

3 MR. SEYER: The other inspectors, mechanics,
4 didn't come and talk to you about it?

5 MR. BAUTISTA: No, sir. I would not say no, sir,
6 but I don't remember talking. I don't remember it.

7 DR. CRAWLEY: Under the planned action where it
8 says "place nut and perform EO," is that your writing?

9 MR. BAUTISTA: No, sir.

10 DR. CRAWLEY: You wouldn't normally write the
11 planned action?

12 MR. BAUTISTA: No.

13 DR. CRAWLEY: So after you wrote the discrepancy,
14 you took this to who?

15 MR. BAUTISTA: Well --

16 DR. CRAWLEY: What happens to it then?

17 MR. BAUTISTA: This is, you know, the practice.
18 Maybe we put it in the "needs review" box, you know, and
19 whoever gets it.

20 DR. CRAWLEY: And who's the lead at this point?

21 MR. BAUTISTA: I don't remember, sir.

22 DR. CRAWLEY: Okay.

23 MR. SEYER: So is it the lead that writes in
24 "planned action: replace nut, perform EO, 8-55-10-01?
25 Would that be the lead that writes that in there or the

EXECUTIVE COURT REPORTERS, INC.

1 supervisor?

2 MR. BAUTISTA: I really don't know who writes that
3 in, you know, who does the planned action.

4 MR. SEYER: But whoever wrote that in there,
5 didn't talk to you about this?

6 MR. BAUTISTA: No, sir. I mean I would say I
7 don't remember if they talked to me, but.

8 MR. LASLEY: Can you describe what this inspection
9 does and what specifically you're looking for?

10 MR. BAUTISTA: You mean the whole procedure, sir?

11 MR. LASLEY: Yeah. Just kind of in general terms
12 what are you inspecting and what are you looking for? And
13 you can go through the procedure, if you'd like. What do
14 you think is trying to be accomplished by doing this
15 inspection?

16 MR. BAUTISTA: Well, like, on that one, you know
17 -- I mean we're checking the travel of the jack screw.

18 MR. LASLEY: The travel limits?

19 MR. BAUTISTA: Yeah, you know. I mean you measure
20 it with a gauge.

21 MR. LASLEY: How far it will move before it --

22 MR. BAUTISTA: Yeah. I mean once -- yeah. I mean
23 like according to that, you know, you move it all the way
24 down, all the way up, and then you do your measurement.

25

EXECUTIVE COURT REPORTERS, INC.

1 MR. LASLEY: Okay. How about starting with B
2 there, "check Acme screw and nut wear"?

3 MR. BAUTISTA: Yes, sir.

4 MR. LASLEY: What -- can you go on with that
5 portion and tell us what you're trying to find?

6 MR. BAUTISTA: Okay. I mean, using control wheel,
7 move horizontal stabilizer to approximately one degree nose
8 up. Okay.

9 MR. LASLEY: Then you're going to go on. And this
10 is occurring before you get to the airplane, obviously.
11 They're putting the tooling on and pulling circuit breakers,
12 and what not. And then they're going to start checking
13 readings on the dial indicators. What -- what are you
14 looking for when you start -- when they're -- are you
15 looking for anything more than just dial indicator readings
16 or are you just -- what -- do you know what you're trying to
17 find by these dial indicator readings?

18 MR. BAUTISTA: What do you mean?

19 MR. LASLEY: Well, the inspection is asking you to
20 look for dial indicator readings within a certain range,
21 when certain actions are accomplished.

22 MR. BAUTISTA: Yes, sir.

23 MR. LASLEY: Either tightening -- or shortening,
24 rather, the restraining fixture or relaxing it. Do you know
25 what you're looking for in this component by taking these

EXECUTIVE COURT REPORTERS, INC.

1 readings? The "component" being the jack screw and the nut.

2 MR. MC GILL: What kind of training do you
3 normally get?

4 MR. BAUTISTA: From?

5 MR. MC GILL: From the airlines.

6 MR. BAUTISTA: From the airlines? Basic, you know
7 -- basic training, you know.

8 MR. MC GILL: How often? When is the last
9 training that you received?

10 MR. BAUTISTA: It's not done -- probably less than
11 six months ago. A Boeing 737/700.

12 MR. MC GILL: When's the last training you got on
13 the MD-80?

14 MR. BAUTISTA: The MD-80? I don't remember, sir.

15 MR. MC GILL: Mostly, then, the training would be
16 OJT-type training?

17 MR. BAUTISTA: OJT?

18 MS. KLEINSMID: Do you know what "OJT" means?

19 MR. BAUTISTA: On-the-job training.

20 MS. KLEINSMID: So you don't know if you got any
21 on-the-job training?

22 MR. BAUTISTA: I don't remember.

23 MR. MC GILL: Have you -- since the ADS has been
24 issued, have you done any inspections on other aircraft?
25

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: You mean the ADS? I'm not familiar
2 with it.

3 MR. MC GILL: Well, I mean have you -- checking
4 all of these --

5 MR. BAUTISTA: After the accident?

6 MR. MC GILL: Yes, after the accident.

7 MR. BAUTISTA: No.

8 (Off the record.)

9 MR. MC GILL: Okay. We're back now. I forgot
10 what we were talking about there. Oh, the -- you know, you
11 have 973 in there. You're checking that aircraft right now.
12 Have you done any other aircraft, the assembly plate-type
13 check, since --

14 MR. BAUTISTA: Since the accident?

15 MR. MC GILL: Yes.

16 MR. BAUTISTA: No, sir.

17 MR. MC GILL: And you don't recall doing this
18 check at all previously?

19 MR. BAUTISTA: No, sir.

20 MR. MC GILL: When you reach maximum limits or
21 over maximum limits like this right here, would you have
22 discussed that? Don't you think you would have discussed
23 that with a lead or somebody?

24 MR. BAUTISTA: Did you say "over"?
25

EXECUTIVE COURT REPORTERS, INC.

1 MR. MC GILL: Yes. Or at 40 thousandths. You
2 were right at the maximum. It is the limit or over the
3 limit, that's sort of questionable.

4 MR. BAUTISTA: You mean like discussing it?

5 MR. MC GILL: Yeah, would you have discussed it
6 with someone else?

7 MR. BAUTISTA: Well, like maintenance. That's the
8 legal way to do it.

9 MR. MC GILL: You just turn it in?

10 MR. BAUTISTA: Yeah.

11 MR. HAMILTON: Would you have discussed it with
12 the mechanic who was doing the work?

13 MR. BAUTISTA: Did I discuss it?

14 MR. HAMILTON: This Victor. Would you have
15 discussed the reading with Victor?

16 MR. BAUTISTA: Well, I would discuss it if it
17 happened today?

18 MR. HAMILTON: Yeah. If you and Victor were up
19 doing this test, would you discuss --

20 MR. BAUTISTA: Right now?

21 MR. HAMILTON: -- the readings with him? Yes.

22 MR. BAUTISTA: Maybe. I don't know, I'm not sure.

23 MR. LASLEY: How would you normally get the
24 readings? You know, what -- does he tell you what they are
25 or do you look?

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: No. I'll be looking at -- you
2 know, I'll be witnessing all the numbers myself.

3 MR. LASLEY: Okay. You actually have your eyes on
4 the gauge?

5 MR. BAUTISTA: Yeah, on the gauge, you know.

6 MS. KLEINSMID: You write up a non-routine card?
7 How many non-routines do you write up in a given -- in a day
8 or a week? I mean, have you written up a drew?

9 MR. BAUTISTA: A few, yes.

10 MS. KLEINSMID: And you don't -- and normally
11 you're with a mechanic, right, working? And you don't talk
12 about --

13 MR. BAUTISTA: No.

14 MS. KLEINSMID: Never. A mechanic's doing the
15 work, right? And you're working side-by-side?

16 MR. BAUTISTA: Um-hum.

17 MS. KLEINSMID: And you guys don't discuss things
18 about the test and what's happening?

19 DR. CRAWLEY: Victor said the reading wasn't .040.
20 He said it was .037. So are you arguing with him about
21 whether it was .037 or .040?

22 MR. BAUTISTA: I don't remember, sir.

23 MR. SEYER: Does the mechanic also look at the
24 dial indicator? When you get the torque on it, you look at
25 it and then he looks at it? Do you remember if he looked at

EXECUTIVE COURT REPORTERS, INC.

1 it?

2 MR. BAUTISTA: I don't remember him looking at it.
3 I don't remember, sir.

4 MS. KLEINSMID: As an inspector, you are qualified
5 -- what normally do you inspect, all parts of the aircraft?

6 MR. BAUTISTA: All parts of the aircraft.

7 MS. KLEINSMID: And you had been an inspector for
8 two years at approximately the time that this aircraft came
9 in, right?

10 MR. BAUTISTA: December 9th, five years.

11 MS. KLEINSMID: So you had done a wide variety of
12 inspections?

13 MR. BAUTISTA: Yes, Ma'am.

14 MR. SEYER: There's a step on the work card here,
15 No. 10, that there's a mechanic's block that the mechanic is
16 also supposed to verify the readings after several times to
17 ensure they're within one-thousandths of an inch. And
18 you're saying you don't remember Victor looking at that and
19 checking that?

20 MR. BAUTISTA: No, I don't remember, sir.

21 MR. HAMILTON: Victor, on the card it says --
22 pardon me, I'm sorry. Angelito, on the card it says that
23 the in-flight check, the limits are between 003 and 004, the
24 jack screw -- anyway basically that's the limits. When you
25 wrote up the card your belief is that it was out of limits,

EXECUTIVE COURT REPORTERS, INC.

1 is that correct?

2 MR. BAUTISTA: No, sir.

3 MR. HAMILTON: Okay. Why did you write up the
4 card?

5 MR. BAUTISTA: Pardon me?

6 MR. HAMILTON: When you saw on the dial that it's
7 040.

8 MR. BAUTISTA: 040.

9 MR. HAMILTON: All right. Did you believe that at
10 that point it was out of limits?

11 MR. BAUTISTA: At that point? No, sir.

12 MR. HAMILTON: Why did you write up a non-routine
13 on it?

14 MR. BAUTISTA: I don't really remember why. But,
15 you know, maybe -- maybe to have somebody take a look -- you
16 know, like a second opinion, maybe.

17 MR. HAMILTON: You wouldn't have just retested it
18 yourself?

19 MR. BAUTISTA: That was -- well, no, because we're
20 getting the same -- I think -- I don't remember, but maybe
21 we're getting the same results, you know, so.

22 MR. MC GILL: Did Ron Belflore talk to you about
23 that check? He was the one that requested the -- I believe
24 a re-evaluation.

25

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: I don't remember, sir.

2 MR. LASLEY: Did you have any involvement with
3 this at all after you initiated the non-routine card?

4 MR. BAUTISTA: I don't remember, sir.

5 MS. KLEINSMID: Was anyone upset with you as to
6 having written up a non-routine card for something?

7 MR. BAUTISTA: No, I don't remember.

8 MS. KLEINSMID: You don't remember having any
9 discussions regarding the write-up of the non-routine card
10 or anyone talking to you afterwards about it?

11 MR. BAUTISTA: I don't remember.

12 DR. CRAWLEY: When they rechecked it they got
13 quite a bit lower numbers than you got, and no one came and
14 said that you needed some more training to do this correctly
15 or questioned that maybe you didn't know how to do it or
16 anything like that?

17 MR. BAUTISTA: I don't remember, sir.

18 MS. KLEINSMID: What do you remember about this,
19 anything?

20 MR. BAUTISTA: No.

21 MS. KLEINSMID: Nothing? It was just less than
22 two years ago, and you don't remember -- you don't do that
23 many jack screws. I mean it's only done every other C-
24 check, and you don't remember anything? Nothing strikes
25 your memory?

EXECUTIVE COURT REPORTERS, INC.

1 MR. BAUTISTA: Nothing.

2 MR. MC GILL: Well, I don't have any more
3 questions. Does anybody have anything more for him?
4 Anybody got anything?

5 Well, I thank you very much.

6 (Whereupon, the interview concluded.)

7 --o0o--
8
9

EXECUTIVE COURT REPORTERS, INC.