

Maintenance Group Chairman Factual Report

Attachment 11 - Air Methods Merten Transcript

WPR10FA371

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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MEDICAL HELICOPTER ACCIDENT

* Docket No.: WPR-10-FA-371

TUCSON, ARIZONA

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Interview of: JOSEPH PAUL MERTEN

Marana, Arizona

Sunday,
August 1, 2010

The above-captioned matter convened, pursuant to notice.

BEFORE: KRISTI DUNKS

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I N T E R V I E W

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2 MS. DUNKS: Okay. So you've been informed of the
3 purpose of this interview?

4 MR. MERTEN: Yes.

5 MS. DUNKS: And I had spoken with you earlier about who
6 you are comfortable with being present.

7 MR. MERTEN: Uh-huh.

8 MS. DUNKS: And you said you were fine with the group
9 that's here.

10 MR. MERTEN: Yes.

11 MS. DUNKS: And we have someone from the FAA, a
12 representative from Air Methods, myself here. And then you did
13 not bring a representative, and you're okay with that or --

14 MR. MERTEN: Yeah, fine.

15 MS. DUNKS: Okay. All right. Very good. So the
16 purpose of today, as you're aware, is to talk about maintenance
17 that was performed on the helicopter that was involved in the
18 accident, as well as this other helicopter, that the two of them
19 were kind of being worked on simultaneously it sounds like that,
20 over that weekend?

21 MR. MERTEN: Yes.

22 MS. DUNKS: So we'd kind of like to talk about both of
23 those. And, as I mentioned, this is being recorded. And so just
24 kind of keep that in mind that, you know, when we do these
25 investigations, all the information that we obtain becomes -- it

1 can be public information. So, you know, we're a Sunshine Agency,
2 so information that we gather is basically for the public, that
3 type of thing so --

4 MR. MERTEN: Okay.

5 MS. DUNKS: And do you have any questions before we get
6 started or --

7 MR. MERTEN: No.

8 MS. DUNKS: Okay. All right. And if you have any
9 questions that come up on the way through, just feel free to ask.

10 MR. MERTEN: Okay.

11 INTERVIEW OF JOSEPH PAUL MERTEN

12 BY MS. DUNKS:

13 Q. And now we'll go from there. So we'll start off with
14 some easy questions. So, first, if you could just say and spell
15 your name, your full name?

16 A. Joseph Merten, J-o-s-e-p-h, Merten, M-e-r-t-e-n.

17 Q. Okay. And do you have a middle name?

18 A. Paul.

19 Q. Okay. All right. And what is your best contact number,
20 best way to reach you?

21 A. -----

22 Q. Okay. And your email address?

23 A. -----

24 Q. Okay. Okay. And what FAA certificates do you hold?

25 A. I have an Airframe and Powerplant license and an IA

1 certificate.

2 Q. Okay. Okay. And do you know your certificate number
3 offhand?

4 A. I never changed it. Can you see it?

5 Q. If you know the number?

6 A. It's -----

7 Q. Okay. Very good. All right. And if you could just
8 kind of go over your aviation background?

9 A. Sure.

10 Q. How you got started in aviation maintenance. And you
11 don't probably need pilot certificates or --

12 A. No.

13 Q. Okay. Okay. So if you could just kind of talk about
14 your aviation background when you started, either school or
15 experience, and that sort of thing?

16 A. I joined the Army in late '88, October '88.

17 Q. Okay.

18 A. And I went in as a helicopter mechanic. And I was
19 stationed at Fort Campbell five years working on Hughes, and did
20 that basically for five years, and I got out.

21 And then two years after I got out I went back in the
22 National Guard to work on Apaches for three years. And during
23 when I was in the Army is when I got my A&P License the first
24 time.

25 And then after I got out of the National Guard I went --

1 did various jobs. I worked at the Grand Canyon Papillon
2 helicopters. I worked for DynCorp for two, three years. And then
3 after that I worked for Critical Air for three years, I believe.
4 And then shortly after that I got on with LifeNet.

5 Q. Okay. And do you know when that was you got on with
6 LifeNet?

7 A. It was, I think, 2004. Yeah.

8 Q. Okay.

9 A. June 2004.

10 Q. Okay. And your jobs at all these various places,
11 Papillon and DynCorp were all as a line mechanic or --

12 A. Yes.

13 Q. Okay. Okay. And when did you obtain your IA?

14 A. My IA I got -- would have been about -- I think it was
15 in 2003 maybe.

16 Q. Okay. Okay. And then what is your current title?

17 A. Mechanic, helicopter mechanic.

18 Q. Okay.

19 A. I'm sorry. I have to take that back. Lead mechanic is
20 actually the title.

21 Q. Okay. And how long have you been in this lead mechanic
22 position?

23 A. Less than a year.

24 Q. Okay. Okay. And can you kind of explain your job
25 duties and maybe what the differences are between that and a

1 mechanic job?

2 A. Well, actually I'm also a roving mechanic for Sierra
3 Vista-Douglas. I was put in the position for the lead mechanic a
4 few months ago, which, you know, I can submit parts requests, you
5 know, authorize them.

6 And, but a roving mechanic, I basically just go where
7 the help is needed, you know, for the basic mechanics. These
8 basic mechanics might be a little overloaded on work, I go help
9 them. And I do that between Sierra Vista -- actually I do it
10 between all the bases really.

11 Q. Okay. And what are those bases?

12 A. Could be anywhere from Safford, Willcox, Douglas, Sierra
13 Vista, Marana.

14 Q. Okay. And so you're called then as necessary?

15 A. Yes.

16 Q. And you travel quite a bit?

17 A. Yes, miles and miles.

18 Q. Okay. Okay. And the difference between being a lead
19 mechanic and a roving mechanic is that now you can order parts?

20 A. Yeah.

21 Q. Okay. Anything else?

22 A. Not that I can think of off the top of my head. No,
23 just --

24 Q. Okay. And do you use your IA?

25 A. Once in a while, yeah. I mean not like everyday or

1 anything like that.

2 Q. Uh-huh.

3 A. Just once in a while if there's a 337.

4 Q. Uh-huh. Okay.

5 A. Okay.

6 Q. Okay. And as far as your experience with the Eurocopter
7 helicopters, I'm not quite sure if these were operators that you
8 worked for before, but can you kind of describe your experience
9 working on these helicopters, how long?

10 A. Why the Eurocopters is -- when I came on in 2004 is the
11 first time I worked on the Eurocopters.

12 Q. Okay.

13 A. My previous experience was, like with DynCorp, I worked
14 on King Air, fixed wing.

15 Q. Okay.

16 A. And then Papillon was Bell 206s.

17 Q. So that was since 2004?

18 A. Yes.

19 Q. Okay. Okay. And have you received any factory
20 training?

21 A. Yes.

22 Q. Okay.

23 A. Worked on a -- did the Airframe training with the
24 Eurocopter and the Turbomeca School just recently.

25 Q. Okay. Both of them recently like --

1 A. No. I think I did the Airframe School, I know it was
2 November -- I want to say like 2007 somewhere.

3 Q. Okay.

4 A. That Turbomeca was just a -- I think it was like this
5 last March.

6 Q. Okay.

7 BY MR. LOSCALZO:

8 Q. Are you mill trained?

9 A. Not factory, not with factory, just the -- just the
10 Airframe and Turbomeca.

11 Q. Are you factory trained?

12 A. Only with the -- when I renew my IA there's like some
13 small classes, human factors and such --

14 MS. DUNKS: Okay.

15 MR. MERTEN: -- but not with the company.

16 BY MS. DUNKS:

17 Q. And that's like your IA renewal?

18 A. Yes.

19 Q. The presentations that you do in that?

20 A. Yeah. And there's little classes you have to go and you
21 complete them all then you're --

22 Q. Okay. All right. And can you kind of -- it sounds like
23 you're on the road a lot, but can you describe kind of your normal
24 work schedule? Do you work a 40-hour week or --

25 A. Normally, you know, anywhere from right about, right at

1 40, maybe a little less, sometimes.

2 Q. And does that include -- do you get paid for your
3 travel?

4 A. Yes. I get like 50 cents a mile, I believe.

5 Q. Okay. And does that count as your clock time as well?

6 A. Yes.

7 Q. Okay. And do you work days normally or nights or --

8 A. That all depends, you know.

9 Q. Okay.

10 A. We can get called because we're on the clock 24 hours,
11 so basically, you know, on call.

12 Q. Okay.

13 A. I mean, that really varies.

14 Q. Okay. And then weekends as well, I guess, since you're
15 on call?

16 A. Well, I'm on Monday through Fridays.

17 Q. Okay.

18 A. The rovers are -- we're Monday through Friday with
19 Saturday and Sunday off.

20 Q. Okay. So you kind of have that set schedule just --

21 A. Yes.

22 Q. Okay. Okay. But you are on call during that time
23 period?

24 A. Monday through Friday, yes.

25 Q. Okay. Okay. And if you could kind of describe your

1 schedule on the days leading up to when the work started on these
2 engines here. The week before kind of -- or, that week leading up
3 to that Friday, I guess it would be, what were you up to and --

4 A. I was actually on four days off for a vacation.

5 Q. Okay.

6 A. And the day that I left I heard about 509 coking up. I
7 was aware of it, but I was like, well, I just started vacation.
8 It was just a four-day weekend basically. It was Thursday,
9 Friday, Saturday, Sunday.

10 Q. And then you came -- you were back on call?

11 A. Monday, that Monday morning.

12 Q. Before?

13 A. I forgot what the date was.

14 Q. Let's see here.

15 MR. LAMBERT: 7/26.

16 MR. LOSCALZO: 26th.

17 BY MS. DUNKS:

18 Q. Let me look here.

19 A. Yeah, that would be.

20 Q. Yep. So that would have been the 26th. So that's when
21 you came off of vacation?

22 A. Yes.

23 Q. Okay. And then I guess that Tuesday you were back on
24 call and --

25 A. Well, I was actually back on call that Monday morning.

1 Q. Okay. And then so what were you doing on that week
2 leading up to Friday, as far as your work schedule, and were you
3 working nights or days or --

4 A. They were just regular days.

5 Q. Okay. Okay. So you said the day you left on your
6 vacation you heard about 509 coking up?

7 A. Yes.

8 Q. And so when you came back, what sort of interaction did
9 you have with that situation?

10 A. Okay. When I got back Sunday night my boss called and
11 asked me to be in Marana Monday morning because 551 was -- just
12 needed a check flight.

13 Q. Okay. So that was your purpose in going in on Monday
14 morning?

15 A. Yes.

16 Q. Okay. Okay. And so then what did you do? You came in
17 and --

18 A. Yeah. I got here at 6:30, looked over the book, the
19 logbook. Noticed there was still an open entry. And so I called
20 my boss and told him, we cannot do the check flight until the
21 engine Heli-Support guy that left us wing in, had to come in to
22 sign it off, before we can go on check flight.

23 There was a good couple of ground checks we still had to
24 do per the flight manual. We completed those, and then waited for
25 the Heli-Support guy to come in. I think he came like around 8:00

1 and signed off, somewhere around there.

2 Q. Okay. Okay. So then 551 was back in service?

3 A. We performed a check flight.

4 Q. Okay.

5 A. I was -- and everything checked out great on it, and
6 landed it. And then I forgot what time they switched aircraft out
7 but, yeah, that was returned to service that morning.

8 Q. Okay. Tuesday morning or Monday morning?

9 A. Monday morning.

10 Q. The 26th?

11 A. Yes.

12 Q. Okay. Okay. And then the -- so where -- so that
13 aircraft then came back in for maintenance?

14 A. Which one, 551?

15 Q. Yeah.

16 A. No, it was released.

17 Q. Okay. And then what about 509?

18 A. Okay. 509, after we released 551, 509's engine was
19 already repaired and assembled, ready to go, new, back in the
20 aircraft. And that's when Wayne Dickerson, Victor Reeb, and I, we
21 all hung the engine. And once we got it so -- you know, in the
22 aircraft supported with clamps and everything, then I told Victor
23 Reeb to go ahead, work on his -- on the base helicopter there,
24 104, because there was some daily stuff that needed to be done to
25 it.

1 Q. Okay.

2 A. So I told Victor to go ahead and work on that. And
3 Wayne and I proceeded to attach everything, you know, that engine
4 in the aircraft.

5 Q. Okay.

6 MR. LOSCALZO: Which one?

7 MR. MERTEN: Wayne Dickerson.

8 BY MS. DUNKS:

9 Q. And was this on Monday or Tuesday?

10 A. This is Monday morning still.

11 Q. Still Monday morning. Okay. Okay. And as far as -- so
12 you said that 509's engine was assembled. Does that include all
13 the accessories and piping and things like that?

14 A. There's very few things. There's like a breather hose
15 that you still have to hook up. The starter generator still has
16 to, you know, go on. There's a couple of small things, you know,
17 fuel lines.

18 Q. Okay. All right. And do you remember was it all the
19 fuel lines or just a few of the lines or --

20 A. There's a drain, I believe on the right side, and then
21 on the left forward side by the firewall where the main fuel line
22 that comes off the HMU.

23 Q. Okay. And those were the only two that were connected
24 or do you think there were others or --

25 A. No, that's it.

1 Q. Okay.

2 A. That's what I remember.

3 Q. Okay. Okay. And when you were getting this engine
4 ready to go back onto the airframe and installing it, was the
5 contract mechanic from Nevada assisting in that at all or --

6 A. Not that I recall because I remember he -- I believe he
7 left somewhere for a while and then came back right before the
8 ground runs.

9 Q. Okay. Okay. All right. And did you -- did he talk to
10 you at all about checking his work or looking over anything that
11 he had done?

12 A. No.

13 Q. Okay. Is that something you would normally do or --

14 A. Well, when I came on, like I said, it was assembled,
15 ready to go.

16 Q. Uh-huh.

17 A. I would have figured that probably would have been done
18 already.

19 Q. Okay. Okay. So you got it installed back on the
20 airplane. He came back -- the contract mechanic?

21 A. Uh-huh.

22 Q. And you did some ground runs?

23 A. Yes.

24 Q. Okay. And then what happened?

25 A. We did some late checks and ground runs. Everything

1 actually went pretty smoothly then, you know. There were no leaks
2 from the -- for that many runs we did on the first -- we did one
3 run. React as though -- we did the short shaft balance, which
4 came out good. The leak check came out good, everything. And I
5 believe we shut down. And then we did the engine vibe check, and
6 that checked out good. And then after that -- and the engine oil
7 pressures we check on the first run also.

8 Q. Okay.

9 A. And everything checked out good. So then after that,
10 the second run we shut down and removed the test equipment from
11 the engine. I'm not sure exactly who removed what, to be honest,
12 because I -- because after I did the pressure checks, after I
13 verified them with the other mechanics, or even with the contract
14 mechanic, we noted the engine, you know, vibe checks are fine.

15 I went in to go sign off the installation of the engine,
16 along with the vibe checks, the pressure checks, and balance
17 checks. And I believe Victor and Wayne were taking off the test
18 equipment.

19 Q. Okay. The test equipment, where is that installed, is
20 it plumbed into the -- I guess --

21 A. The oil pressure are ones plumbed into M05, which is the
22 rear gear box there.

23 Q. Uh-huh.

24 A. And the 401 is -- I forgot what line it is, but it's
25 plugged in an oil line also.

1 Q. Okay.

2 A. And the engine vibe is just like an accelerometer
3 mounted on top of the engine. And the short shaft, there's a
4 camera that mounts on the tilt in there with an accelerometer
5 also.

6 Q. Okay. All right. And is there any plumbing into the
7 fuel system for that -- those checks?

8 A. No.

9 Q. Okay. Okay. So you were in signing off that these
10 checks had been satisfactory?

11 A. Yes.

12 Q. And then what happened?

13 A. After that, I was still doing my entries because we
14 duplicate them along with engine logbooks too. And because Victor
15 Reeb was there during this time -- I guess I should have said
16 that -- because by the time we're doing ground runs Victor Reeb
17 was back with us. So there was three sets of eyes around the
18 engine or actually four if the -- yeah, the contract mechanic was
19 there too.

20 And so we started doing the ground checks per the flight
21 manual. There's two checks you have to do. One is called EB cowl
22 check (ph.). One is called check at Channel B. But I was still
23 indoors while they were performing this.

24 Q. Okay.

25 A. And the pilot noticed on that last run that there was

1 some fuel dripping out of the main drain in the rear.

2 Q. Okay.

3 A. And Victor came in from this too, along with the pilot,
4 asking if we know there's fuel dripping. And so we told them to
5 go back out, turn on the power, the boost pump, and see if it
6 continues to leak out of the -- drain, that it was the Varilip
7 seal on the HMU. And Victor come back in and informed me, yes, it
8 still drips, you know, pretty rapidly.

9 Q. Okay.

10 A. And so we knew we needed to order a new Varilip seal.
11 We didn't have one on hand.

12 Q. I'm sorry, it's called the Varilip seal?

13 A. Yeah.

14 Q. Do you know how to spell that?

15 A. V-a-r-i-l-i-p.

16 Q. Thank you. Okay. So you didn't have one available?

17 A. Right. So we had to order one for next day.

18 Q. Okay. Okay. So it arrived the next day in the morning
19 or --

20 A. Yes. I'd say approximately around 10:00 or so.

21 Q. Okay.

22 A. And, yeah, because we ordered it that afternoon and I
23 went home. And I told Victor to let me know what O-rings we still
24 may need, because I was at another base that had O-rings, and I
25 just wanted to make sure we had all the parts before I left. And

1 I had to grab some O-rings that were from the Sierra Vista Base to
2 bring up that -- because we didn't -- there was like three of four
3 of them that we didn't have in Marana. So I brought those up
4 along with another Varilip seal -- in case the one didn't show up.
5 But everything showed up and then we had everything so --

6 And I told Victor, on my way up -- because it's about an
7 hour and a half drive up here -- to go ahead, pull the HMU off,
8 and if you can pull out the seal for me by the time I get there.
9 And when I got there he had the HMU off and he had, what's called
10 the flange, removed from the HMU where the seal is. It's in the
11 flange.

12 Q. Okay.

13 A. And that was as far as he had it.

14 Q. Okay. Okay. And then did you take over that process
15 from him or --

16 A. Yes. He was with me. It was like there was quite a few
17 different O-rings that needed to be replaced. And we had the book
18 right there, and we just started going step by step. And he was
19 there and I wanted to make sure every time I replaced an O-ring he
20 saw it, you know, because a lot is -- because, you know, you can't
21 see a lot is -- you can't really see an O-ring once you install it
22 but -- I just wanted to make sure because, you know, I knew this
23 was a really critical component.

24 Q. Uh-huh.

25 A. And I showed him -- like this O-ring's in here. And

1 then we -- you know, we put the seal in with some more O-rings.
2 He verified every O-ring that went in there along with the seal.
3 And we got it back together. There was an airworthiness directive
4 that we had to do on the splines.

5 Q. Uh-huh.

6 A. Victor did that and signed it off also. And then I had
7 Victor reinstall it, the HMU.

8 Q. And I know you didn't do it in this case, but what's
9 involved in removing and reinstalling the HMU, just the component
10 itself, on the engine?

11 A. First -- you mean like?

12 Q. Do you have to remove many things to --

13 A. There's a couple of fuel pipes that are up on top of the
14 HMU and there's, you know, a drain and then the main fuel line.
15 Then there's a clamp with two half shells, other clamps.

16 Q. Okay. And those all have to be removed to get access to
17 it?

18 A. Yes.

19 Q. Okay. Okay. So just to kind of go over, basically you
20 asked Victor to remove it and get as far as he could before you
21 arrived?

22 A. Yes.

23 Q. He pulled the HMU and removed the flange?

24 A. Yes.

25 Q. And that's when you arrived?

1 A. Right.

2 Q. And then you went through the remainder of the process
3 together?

4 A. Yes.

5 Q. In installing the O-rings --

6 A. And the seal.

7 Q. -- and the seal. Okay. And then what does the AD
8 concern?

9 A. The drive splines. You just make sure they're not worn
10 or --

11 Q. Okay. So just a visual inspection?

12 A. Yes.

13 Q. Okay.

14 MR. LOSCALZO: How often do you have to do that?

15 MR. MERTEN: Every removal and installation.

16 BY MS. DUNKS:

17 Q. Okay. So the HMU is reinstalled. And then I suppose
18 you did a test run again or --

19 A. Yeah. We turned the power back on with the fuel pump
20 and no leaks out of the drain, no leaks anywhere. For that fact,
21 we looked at, you know, every line that we disconnected on there,
22 and there were no leaks, and I signed it off. And from there
23 we're ready to do our ground checks again with the ground checks
24 with the flight manual.

25 Q. Okay. And then you basically went through the same

1 process that you did the day before?

2 A. Yes. Yes. We had to redo it because you -- every time
3 you run that HMU there's one called check at Channel B where it's
4 checking the dual fadeout of it.

5 Q. Okay.

6 A. And we have to remove a counter plug and make sure the
7 other one is still working properly.

8 Q. Okay. And I forgot to ask you this, but do you know the
9 first ground run that you did on the helicopter before it was
10 determined that it was leaking, do you know how long that was?

11 A. How long was the ground run? I'd -- it's just the -- it
12 was -- I would say three to four minutes.

13 Q. Three to four minutes. Okay. And how about the second
14 one?

15 A. This is on the first day?

16 Q. Uh-huh.

17 A. On that Monday still. I'd say -- okay, the first one
18 was probably longer than that -- it was probably, you know, four
19 or five minutes. And then the second one, with the check at EB
20 cowl check -- the flight manual, that was probably about, you
21 know, three, three, four minutes.

22 Q. Okay. The one after the HMU seal was swapped?

23 A. Yes. That's on the second day that was -- we swapped
24 the seal or I mean changed the seal on Tuesday and --

25 Q. Right. Right. Okay. So, okay, let me just -- let's

1 re-ask this again because I think I'm confused and --

2 A. Yeah. I thought we went back on Monday and I was
3 like --

4 Q. Okay. Okay. So, yeah, we were back on Monday. It's my
5 fault for being confusing but -- okay, so first ground run after
6 the engine was reinstalled in the helicopter, and you guys did the
7 test run.

8 A. Okay.

9 Q. And you were back inside doing your paperwork. Victor
10 came in and said, "We have a leak."

11 A. Right.

12 Q. How long was that?

13 A. Three or four minutes.

14 Q. Okay. And then the second one, after you replaced the
15 seal --

16 A. Right.

17 Q. -- that would have been on Tuesday, right?

18 A. Yes.

19 Q. Okay. So about how long was that?

20 A. I'd say four to five minutes because we did both checks.

21 Q. Okay.

22 BY MR. LOSCALZO:

23 Q. Well, you ran it three times on Monday or two times?

24 A. I believe it was two times on Tuesday.

25 Q. What about Monday?

1 A. Monday was once, twice, three times.

2 Q. Three times on Monday, two times on Tuesday?

3 A. Yes.

4 MS. DUNKS: And --

5 BY MR. LOSCALZO:

6 Q. Total time ground run, would have been around?

7 A. Around -- on Monday and Tuesday?

8 Q. Uh-huh.

9 A. Okay. You're looking at 20, 30 minutes, sir. 20
10 minutes.

11 BY MS. DUNKS:

12 Q. So about 10 minutes each day?

13 A. Roughly, yeah.

14 Q. Okay.

15 MR. LOSCALZO: So a total of five runs both days,
16 roughly?

17 MR. MERTEN: Yes.

18 BY MS. DUNKS:

19 Q. Okay. And so after you had this successful ground run,
20 then it's approved for flight, sent out for flight or?

21 A. That's on Tuesday.

22 Q. Right.

23 A. Just after the seal. Yeah, we did the two checks per
24 the flight manual and, you know, no leaks, nothing. Everything
25 checked out good and, you know, we're ready to check fly.

1 Q. Okay. Okay. And do any mechanics go on that flight
2 or --

3 A. I did, myself.

4 Q. Okay.

5 A. And Bob Wasik, the pilot.

6 Q. Okay. Okay. And were all the checks normal on that
7 flight or --

8 A. Yes, everything. It flew great.

9 MR. LOSCALZO: How long was that flight?

10 MR. MERTEN: The pilot recorded seven minutes.

11 BY MS. DUNKS:

12 Q. Do you do a lot of maintenance test flights?

13 A. Yes.

14 Q. Okay. Is seven minutes standard?

15 A. It depends which pilot.

16 Q. Okay.

17 A. You know, Bob Wasik I know has done this a few times,
18 but I could just read it to him and he knows what to do.

19 Q. Okay.

20 A. I mean there's some pilots that are slower than others
21 and --

22 Q. Okay. What would you say the range of time -- I mean do
23 you have some pilots that do less than seven minutes?

24 A. Not that I recall.

25 MR. LOSCALZO: For this particular check.

1 BY MS. DUNKS:

2 Q. For a post-maintenance test flight?

3 MR. LOSCALZO: Well, sometimes if you're tracking his
4 balance --

5 MR. MERTEN: Yeah.

6 (Simultaneous conversation.)

7 MR. MERTEN: It all -- yeah, it all depends what you're
8 doing, I mean if it's for the HMU.

9 BY MS. DUNKS:

10 Q. Sure. I get -- yeah, I guess the same list of items
11 that you were doing that day?

12 A. Yeah, I mean, some pilots would take longer. But less
13 than seven minutes, I can't say. I don't know if --

14 Q. Okay. And those pilots that are -- take -- are a little
15 bit slower --how long would you say that they usually take?

16 A. 10, 12 minutes.

17 Q. Okay. So 12 minutes would be about the longest for the
18 sort of checks that needed to be completed?

19 A. Yeah, somewhere -- about that.

20 Q. Okay. Okay. So you did the test flight and then it
21 was -- you return it to service, at that point, or --

22 A. Yes.

23 Q. Okay.

24 A. Excuse me, no. We did an engine 20-hour inspection.
25 Victor completed that.

1 Q. Okay.

2 A. And I replaced the battery.

3 Q. Okay.

4 A. Then it was returned to service.

5 Q. Okay. And what's involved -- the 20 -- what's involved
6 in the 20-hour inspection?

7 A. You -- well, we did an engine power check along the
8 flight.

9 Q. Uh-huh.

10 A. And so you record those numbers from the engine power
11 check and check the CEP plugs (ph.) in the M01 and M05.

12 Q. Okay.

13 A. And just look for any leaks anywhere.

14 Q. All right. And none -- none were found?

15 A. No, none were found.

16 Q. Okay. All right.

17 A. But Victor did the engine toying. That's -- you know,
18 he --

19 Q. Sure. And we'll be talking to him too, so we can --

20 A. Yeah. Yeah, I just wanted to make sure you knew he did
21 that and I know he didn't find any leaks.

22 Q. Okay.

23 A. Because he was doing that while I changed the battery.

24 Q. Okay. All right. And those numbers from the power
25 check, where are those recorded?

1 A. In the VEMD. I mean, they're -- they're in the aircraft
2 VEMD and they're also -- writes them down in the engine log entry.

3 Q. Okay. And that was on the helicopter or do you know
4 where that --

5 A. What, the engine log entry?

6 Q. Right -- or is that here?

7 A. Yeah. It should have been with the records, with the
8 aircraft records.

9 Q. That were on board the helicopter?

10 A. Yes.

11 Q. Okay.

12 A. Yes.

13 Q. All right. And just to kind of go back a little bit.

14 A. Okay.

15 Q. Wayne from -- the contract mechanic.

16 A. Uh-huh.

17 Q. He was here. Did he assist in any of the HMU?

18 A. No.

19 Q. Okay. Okay. So he was here up until -- when did he
20 leave, I guess, is what I'm asking?

21 A. He left sometime Tuesday afternoon, I believe. Yeah.

22 Q. Okay.

23 A. Yeah. If I recall right -- I can't -- I can't exactly
24 but I'm thinking -- pretty sure, yeah, because he was there for
25 the --

1 Q. So you found out about the HMU on Monday? Right?

2 A. Right. I can't -- I'll be honest, I can't remember if
3 he left Monday afternoon or Tuesday afternoon.

4 Q. Okay.

5 A. I forgot which day it was.

6 MR. LOSCALZO: Was he involved in the test flighting
7 checking at all?

8 MR. MERTEN: Not on 509.

9 BY MS. DUNKS:

10 Q. Okay. And as far as -- and I'm sorry to have to go back
11 again, but with the 551 --

12 A. Yes.

13 Q. -- you came in and did the test flight on that, that
14 returned it to service. Was Wayne involved in that process?

15 A. The contract mechanic, Wayne?

16 Q. Yes, yes.

17 A. Yeah, he went on the check flight with us.

18 Q. Okay.

19 MR. LOSCALZO: Why did he go?

20 MR. MERTEN: I think he just wanted to go, I mean --

21 MR. LOSCALZO: Did he record anything or take notes?

22 MR. MERTEN: No.

23 BY MS. DUNKS:

24 Q. So who all went on that test flight?

25 A. Myself, Wayne Young, the contract, and Jerry Fihaka

1 (ph.), that was the chief.

2 Q. Okay. Was Jerry the flying pilot?

3 A. Yes.

4 Q. Okay. So there were three of you?

5 A. Yeah, for 551.

6 Q. Okay. Okay. And because you were on leave, the only --
7 you did not do any of the maintenance on 551, just the return to
8 service check flight?

9 A. Correct. Yes.

10 Q. Okay. When you were -- and I guess since you came in,
11 did you sense that there was pressure to get these engines and
12 helicopters back in service?

13 A. There's always some sort of pressure. I mean, none more
14 than normal.

15 Q. Uh-huh.

16 A. I really don't know how to explain that, but I mean
17 there's always some pressure, especially when you have two
18 helicopters down.

19 Q. Okay. And how do you deal with that pressure?

20 A. You just try to do your work properly and just --
21 however the outturn comes, it comes. Take a little too long, to
22 me, you know, so what, as long as we turned it over the same.

23 Q. And do you find that your management supports you in
24 that?

25 A. Yes. I mean, sometimes they don't like that, you know,

1 it too long to do this but, you know, sometimes, you know, the
2 paperwork takes, you know, a bit longer sometimes than the
3 maintenance, or the maintenance takes a long time, and it just --
4 it just varies. And, yeah, there's sometimes it just takes long,
5 but I always try to do it the best I can in the amount of time,
6 you know, that I have, you know that --

7 Q. Uh-huh.

8 A. I try and not let the pressure rush me, you know.

9 BY MR. LOSCALZO:

10 Q. How about the names, who puts the pressure on you, what
11 group puts the pressure on you to get --

12 A. I mean the -- just the management themselves.

13 Q. Who do you consider management, the maintenance
14 management?

15 A. Well, yes.

16 Q. Flight ops?

17 A. Not flight ops.

18 Q. Did anybody, during this process of getting you prepped
19 up, did anybody call you and say, do you have it ready yet, is it
20 done yet, anybody pushing you to have it done?

21 A. Not to me.

22 BY MS. DUNKS:

23 Q. Have you heard of that happening to anybody else working
24 on the helicopter?

25 A. Yes.

1 Q. And who was that?

2 A. Who was giving the pressure or who was receiving the
3 pressure?

4 Q. Both, I guess.

5 A. I did overhear Wayne Dickerson say Jerry Fihaka was on
6 him. I guess that's why they wanted me there early that morning
7 or something, on that Monday morning because I heard -- because,
8 you know, I had to be here by 6:30.

9 MR. LOSCALZO: Who is Jerry Fihaka?

10 MR. MERTEN: He's like the -- I guess -- I forgot his
11 title, Chief Pilot or Chief Aerial Pilot. He's like -- he's all
12 the pilots' bosses.

13 MR. LOSCALZO: So he would be an officer.

14 MR. MERTEN: Okay. I'm not sure. I just --

15 BY MS. DUNKS:

16 Q. And he around all weekend, is that correct?

17 A. I don't know. I wasn't there on the weekend.

18 Q. Okay.

19 A. I didn't come in until Monday morning so --

20 Q. Okay.

21 BY MR. LOSCALZO:

22 Q. Do you know why they were -- was it just the fact they
23 were down a couple of aircraft -- do you know why you were being
24 pressured, what was going on?

25 A. Well, when you're one short, you know, they don't want

1 any bases out of service so -- you know, I know with two
2 helicopters down then that lets me know that one base is not being
3 covered.

4 Q. With backups out of service plus there's a base site
5 out?

6 A. Right, it's out.

7 Q. So you actually got -- excuse me, Kristi -- but you
8 actually got a call Sunday night before you actually started back
9 to work on Monday?

10 A. Correct.

11 Q. And Wayne called you, Wayne?

12 A. No, Jerry called me.

13 Q. Jerry called you and said you need to be here early on
14 Monday?

15 A. Yes.

16 Q. Okay.

17 BY MS. DUNKS:

18 Q. And did he mention this issue at all of -- I mean did he
19 mention any problems of trying to get these helicopters out or he
20 just said they needed your assistance here?

21 A. He just told me, you know, the weekend mechanics were
22 working on it -- worked pretty late, and he just asked me if I can
23 go in early and get that check flight done.

24 Q. In your work out here do you work with contract
25 mechanics and the techs from Turbomeca quite a bit or --

1 A. I don't know exactly how much is quite a bit --

2 Q. Okay.

3 A. -- but this last, you know, since December, we've
4 certainly seen a lot of them, yeah.

5 Q. Okay. And is there a difference working with say a
6 contract mechanic as opposed to a Turbomeca technician as far as
7 how they do the work, and conduct the work, and things like that?
8 Do you -- have you noticed a difference?

9 A. No.

10 Q. Okay. This coking problem that he was called in for,
11 have you dealt with that before?

12 A. Yes.

13 Q. Okay. And when there are -- either a Turbomeca
14 technician or a contract mechanic is called in, what do you do to
15 prep the engine for their arrival, and what would be kind of your
16 normal course of action in working with them on getting the engine
17 back into service?

18 A. Basically just pull the engine and remove Module 5 and
19 remove I believe -- yeah, remove the Module 5. I believe also the
20 4 Module, and take the 2/3 module away from the M01, and basically
21 leave it at that.

22 Q. Okay. And when you're removing the modules, I assume
23 you remove all the accessories, and piping and things like that?

24 A. Yes. I mean, I'm not sure if all of them but some of
25 them. Yes.

1 Q. Because you have to work.

2 A. Yes.

3 Q. Okay. And then they arrive, and I guess this coking
4 thing is a Level 3 maintenance?

5 A. Yes.

6 Q. Okay. And so they perform that maintenance item, and
7 then when do you come back in to assist?

8 A. As soon as -- I mean when they get it all put back
9 together. Normally they'll put all the modules back on,
10 everything. Sometimes we might have a guy work along with him,
11 you know, if we have capability to spare somebody. Or sometimes
12 if they're by their selves, then we'll put it all back together,
13 engine assembly is ready to go back in.

14 Q. Okay. And when they're putting all the modules back
15 together, does that include reinstalling all accessories and fuel
16 lines and things, or is that something where you guys would come
17 in?

18 A. It all depends if there's another mechanic working along
19 with him. Yeah, if they're by theirself, yeah, they'll put those
20 lines and everything back on themselves.

21 Q. Uh-huh. Okay. As far as your manuals and guidance
22 material that you have out here, how do you update that, and what
23 do you use? Do you use electronic or paper copies or --

24 A. For the Airframe Manuals we use the DVD. I prefer the
25 DVD. And Turbomeca, we have both, well CD-ROM and paper manuals.

1 For some reason on the Turbomeca I like the paper manuals myself.

2 Q. Okay. Do you know why that is or --

3 A. What's that?

4 Q. Do you know why that is? Are they easier to use or --

5 A. The DVD, the Airframe DVD is -- just to me it's just
6 more friendly. It's just easier to use. The Turbomeca one is a
7 little harder to get around and --

8 Q. Okay.

9 A. To me. That's personal, I mean.

10 Q. Uh-huh. Okay. So you find the paper manuals easier to
11 work with?

12 A. The Turbomeca ones.

13 Q. Okay. And then you all are doing all of your own
14 paperwork out here as well, correct? Do you have any sort of an
15 ad man that does paperwork for you or --

16 A. No.

17 Q. Okay.

18 MR. LOSCALZO: Wish, huh?

19 MR. MERTEN: Yeah, it would be nice. Find out a lot of
20 mechanics think we should have secretaries.

21 BY MS. DUNKS:

22 Q. It's a big job. I mean it takes a lot of time.

23 A. It is.

24 Q. Other than what we discussed during the test run and
25 things with the engine with the fuel leak, and those problems that

1 were noted, were there any other items that came up, difficulties
2 that you guys had when you were getting this helicopter back into
3 service?

4 A. The only one I can say is the reason I checked --
5 replaced the battery was before the check flight we had -- our
6 battery was reading a little low.

7 Q. Okay.

8 A. Because during the ground runs we used an auxiliary
9 power unit or a GQ battery --

10 Q. Uh-huh.

11 A. -- plugged in so we didn't notice that the battery was
12 getting weak.

13 Q. Okay. Anything else or --

14 A. Nope.

15 Q. Okay. Okay. And you said after the ground runs and the
16 509 was basically returned to service, that you signed off the
17 helicopter?

18 A. Well, I signed off like the engine installation. The
19 contract mechanic, he signed off his stuff that what he did; the
20 engine. We did the check flight. And we landed, and the pilot
21 just signs off at the bottom, you know, check flight completed.
22 There's like a little thing he notes at the bottom of the log
23 page.

24 Q. Okay.

25 A. Basically, you know, me signing off the engine,

1 basically returns it to service already.

2 Q. Okay. So when you signed, you return the engine to
3 service after it's reinstalled in the Airframe --

4 A. Yes.

5 Q. -- what are you -- what are you signing? What are you
6 saying?

7 A. I just -- I signed off, you know, the reinstallation of
8 the engine. I recorded all the vibe checks, pressure checks, all
9 that. And by signing my name that's saying it's airworthy.

10 Q. Okay. Okay. And did anybody else assist in this
11 maintenance that was performed that we didn't talk about already?

12 A. It was just, you know, Victor Reeb, Wayne Dickerson, the
13 contract mechanic, and myself. That's it.

14 Q. Okay. Okay. All right. I'm just looking over my notes
15 here, but was there anything that you wanted to discuss that we
16 didn't talk about today?

17 A. No, we pretty much went over it all. Yeah.

18 Q. All right.

19 MS. DUNKS: If you -- if either of you have any
20 questions, feel free to ask. And I'm just going to read over my
21 notes here and --

22 MR. LAMBERT: Did you guys do an airworthiness check
23 prior to?

24 MR. MERTEN: Yes.

25 MR. LAMBERT: And what does that meet? That's a --

1 MR. LOSCALZO: Double check.

2 MR. MERTEN: It's the checks in our double IAP we go
3 through, you know.

4 MR. LOSCALZO: How about the A21?

5 MR. MERTEN: I believe so. Yes, A21.

6 MR. LOSCALZO: We could get you that checklist, if you
7 want.

8 MR. LAMBERT: That's done -- after all maintenance you
9 do an airworthiness check?

10 MR. MERTEN: Airworthiness check. Yes.

11 MR. LAMBERT: That's prior to releasing it back to
12 service?

13 MR. MERTEN: Yes.

14 MS. DUNKS: Is that a checklist that you would check
15 off?

16 MR. MERTEN: Yes. There's a checklist you go through.

17 MR. LOSCALZO: But that A21 check is also an
18 airworthiness check, not specifically for the engine flight test.
19 It's just like general. We used to call them dailies. But it's a
20 pretty intensive check, but it's specific to the aircraft.

21 MR. MERTEN: Yes.

22 MR. LOSCALZO: And there's a checklist.

23 MS. DUNKS: Okay. Okay. Yeah, if we could get a copy
24 of that, that would be great.

25 MR. MERTEN: It's in that. In the double IAP, I mean.

1 Did you get a copy of the double IAP?

2 MR. LOSCALZO: Yeah. It's in there.

3 MR. MERTEN: Yeah, it's in there.

4 MR. LAMBERT: It's all the same right there. Is there
5 any special tools that you guys -- do you have all that you need
6 here or --

7 MR. MERTEN: Yes, in the engine, you know. As far as
8 the contract mechanic, you know, he has his shipped in. For the
9 HMU that Vic and I did, we had the special tools for that and --

10 BY MR. LOSCALZO:

11 Q. So you had them. You just always have them, you didn't
12 have to order them in?

13 A. No. We have our own -- what you need for --

14 Q. Joe, I think it might have been Wayne. Just confirm
15 this if you can. I think he told us that at some point, I think
16 after they're prepped on the flight line before the first
17 flight --

18 A. Okay.

19 Q. -- that somebody asked if you double-check all the
20 shafts and the bolts and all that. Okay. Went out and took the
21 cowling back off and looked again?

22 A. I asked that before we pushed it out on Tuesday, because
23 I just got done with the HMU.

24 Q. Okay.

25 A. And I asked that, if the short shaft was cotter-pinned

1 after the balance. I asked -- I knew Wayne did it because I saw
2 him go out there with his cotter pins and knife, but really didn't
3 watch him do it. And then I asked Victor -- I think it might have
4 been Joe Foster. I said, anybody see him actually put the cotter
5 pins in? Everybody is like, well, no; know he did it but -- I
6 said, well, I popped the cowling back off, just to verify all six
7 cotter pins were there, and they were there.

8 Q. When you returned the aircraft to service, what is your
9 understanding of what you're returning to service? Are you
10 returning to service an engine installation, what exactly are you
11 returning?

12 A. Yes.

13 Q. I'll just ask you now. Do you -- at the point that you
14 return the aircraft to service, do you feel like you are also
15 returning to service Wayne Young's work?

16 A. No, because his entry states I'm replacing --

17 Q. -- right?

18 A. -- this injection wheel, this, this, and this.

19 Q. Well, he's already signed the logs off at that point?

20 A. Yes.

21 Q. His entry was there before you signed?

22 A. Yes.

23 Q. Okay. So he signs off his work. Then you sign off
24 engine installation and the five checks --

25 A. Yes.

1 Q. -- and that stuff, right?

2 A. Yes.

3 Q. Okay. And, again, you asked this already -- answered
4 this already -- but at any point did he give you anything that you
5 should be checking on his behalf, that's on his behalf, did he
6 asked you to do any specific checks for him?

7 A. No. You know, on the check flight it's all in
8 accordance with that flight and --

9 Q. Right.

10 A. The ground checks -- I actually put out who -- that is
11 there's the vibe check and the pressure checks. You know, we do
12 those ourselves.

13 Q. And I'm not saying there aren't any checks.

14 A. Yeah.

15 Q. I just want to be clear.

16 A. Yeah. He didn't ask me to check any.

17 Q. Okay.

18 A. But there's some checks that, you know, we -- you know,
19 we know how to do that he knows. Like the oil pressure checks,
20 I'm sure I know that was on him because he's doing that to settle
21 the engine, put it together. I know I looked at the oil pressure
22 checks, and I think Wayne Young himself did the engine vibe check,
23 and I verified it too.

24 Q. So now, there's several checks you do, but the shaft
25 check, the short shaft, tow and drive shaft --

1 A. Uh-huh. Yes.

2 Q. -- check is the first one you do, right?

3 A. Actually we checked it first, and then once it gets up
4 to higher cam, then we shoot the shaft check.

5 Q. All right. But the point is you do that before you do
6 the engine vibe check?

7 A. Yes, because you actually do the engine vibe check on
8 the second run because the engine needs to be hot, because then
9 they shut down and it's okay until the pilot start it and do the
10 check, because the engine has to be hot to do the vibe check.

11 Q. So you do the first checks on the shaft, Airframe shaft.
12 Second check you're doing the engine vibe check, and whatever you
13 do -- power check on the flight and all this stuff?

14 A. Yes.

15 Q. Are those checks -- in your mind -- are those checks
16 specific to the engine installation or reinstallation, or are they
17 specific to the internal work that's done to them?

18 A. The pressure checks are -- would be for the internal.

19 Q. Okay. And was there a requirement after you have the
20 engine hot?

21 A. Yes.

22 Q. Okay.

23 A. And the same with the engine vibe, the pressure checks
24 and the vibe checks.

25 Q. Would that be because you had them split apart, and took

1 them and stacked them on the shelf and --

2 A. Yes. And the short shaft balance check, that's just
3 anytime you remove it, it has to be there.

4 Q. Now, when you finished the aircraft up and returned it
5 to service, what time of day was that would you say?

6 A. Tuesday. I'm saying around 6:00 that evening,
7 somewhere, 5:00, 6:00, somewhere around there.

8 Q. So basically you guys finished up, went home. And was
9 the aircraft actually put back in service that day or the next
10 day?

11 A. We told them it was ready. We told them it was ready to
12 pick up. And I had no idea when they were going to pick it up.

13 Q. Okay. And so what we know now, after the fact is, they
14 were picking it up the next morning.

15 A. Right.

16 MR. LOSCALZO: Okay. That's all I have.

17 BY MS. DUNKS:

18 Q. I just have a quick follow-up question on kind of the
19 checking when you have the contract mechanic doing work and then
20 you're reinstalling the engine. Is it normal procedure for you to
21 check security of fittings and attachments external to the engine
22 in what you're looking at?

23 A. For that, you know, like airworthiness check, I mean you
24 try to go over everything.

25 Q. Okay.

1 A. I mean I don't take a wrench with me and check every
2 bolt or something he did, no.

3 Q. Okay. I guess, do you check the security of the B-nuts?
4 Do you check that things are all secured, even though technically
5 in this case the contract mechanic reassembled all that and did
6 all that work?

7 A. Uh-huh.

8 Q. Is that part of your final check?

9 A. No. I mean I never -- I didn't go through like every B-
10 nut, you know, because -- I know like during the leak checks, you
11 know I, you know, I check for leaks-- if I see something leaking,
12 you know, then I try to tighten it up.

13 Q. Okay. Okay. So you verify it that way through the leak
14 check?

15 A. Yeah. As far as -- you're talking about after the
16 engine's installed, do we check like every line, every nut or --

17 Q. Right. I guess I'm just saying where, you know, this
18 contract mechanic --

19 A. Uh-huh.

20 Q. -- reassembles the engine, installs everything. So how
21 do you look at your responsibility as far as, you know, looking at
22 this engine as a final product ready to go that everything's
23 secure and things like that?

24 A. I try to have everybody, you know, not only myself but
25 the other mechanics, just do a great visual check of everything

1 that even looks suspicious.

2 Q. Okay. Okay. And then if anything is loose --

3 A. Yes.

4 Q. -- you assumed that would come out in the leak checks,
5 and ground runs, and things like that?

6 A. Leak check, yeah.

7 MS. DUNKS: Frank, did you have any additional
8 questions?

9 MR. LOSCALZO: Just a little follow-up. Okay.

10 BY MR. LOSCALZO:

11 Q. So that would be like the -- in the stand, the engine's
12 sitting in the stand --

13 A. Uh-huh.

14 Q. -- together ready to go. You guys do a touch, feel,
15 visual to ensure anything that may not be accessible or whatever,
16 after you get it in?

17 A. I try to, you know, when I'm there.

18 And on this one, you know, it was ready to go in. I
19 just figured it had already been done on this one when we
20 installed it. Yeah. I'm just trying to say I know I didn't go
21 with a wrench to every B-nut.

22 Q. Right, sure.

23 A. But when I do a visual I do grab on the lines and, you
24 know, feel with my hands. I'm not going to say I put a wrench on
25 there.

1 Q. Right.

2 A. I will with my fingers feel lines, this and that, and
3 shake on this, make sure this clamp is tight or stuff like that.
4 Yeah.

5 BY MS. DUNKS:

6 Q. But, just to specify, in this case because you came in
7 late --

8 A. Yeah, right.

9 Q. -- after all this had been done. You figured that that
10 had been accomplished already?

11 A. Correct.

12 Q. Okay.

13 BY MR. LOSCALZO:

14 Q. So do you do most of the flying, test flying?

15 A. I feel like I do a lot of it, yes.

16 Q. A lot. How many times do you think you've done the
17 engine change on a --

18 A. You mean the whole time I've been here or --

19 Q. You might have 10, 15, 20, 50, what do you think?

20 A. Probably been involved -- I'll say at least for 7 to 10.

21 Q. 7 to 10 doing that?

22 A. Yeah. Because being a rover mechanic sometimes I'll be
23 working on inspections or whatever have you, and when it gets
24 close to being done I'm sometimes sent off somewhere else.

25 Q. Uh-huh.

1 A. And sometimes I don't even get to see the finished
2 product or sometimes I come there and I end up doing the check
3 flight. So it's kind of --

4 MS. DUNKS: Questions?

5 MR. LAMBERT: Sorry.

6 MS. DUNKS: That's fine.

7 BY MR. LAMBERT:

8 Q. I know you rove and you do that, but as a lead do you --
9 you do some of the supervising of some of the other mechanics, or
10 kind of oversee kind of what they're doing?

11 A. I'm trying to think how to answer that. Because some of
12 these -- I'll be honest, I felt weird to get that lead position
13 because we've got two other mechanics I work with that have way
14 more experience than I do. And I sometimes wondered why I was
15 lead mechanic when there's these other two guys that have like way
16 more. And so, I know they know what they're doing.

17 But, I mean, we all try to look out for each other. I
18 mean I -- like I said -- I knew Wayne cotter-pinned those drive
19 shafts, but I just said, hey, you know, just to make sure, you
20 know, someone should see it. I mean, I don't bark out orders to
21 people or anything like that.

22 Q. No. Just as a general oversee.

23 A. Yeah.

24 MR. LOSCALZO: Do you think that was more of like an
25 administrative thing just so you could order the parts?

1 MR. MERTEN: Yeah. That's what I felt like because --

2 MS. DUNKS: Since you're a rover and --

3 MR. MERTEN: Yeah. And well and, yeah. It's just that
4 that's what I felt like it was just -- well, you're a rover,
5 you're the lead, you can order the parts we needed and -- and, but
6 as far as, yeah, like -- I really don't try and like boss any of
7 them around or anything.

8 MR. LAMBERT: No, I didn't mean that but just kind of --

9 BY MR. LOSCALZO:

10 Q. Who is the lead other than, I guess, Kerry?

11 A. Yeah, Jeff Kerry, he's my boss.

12 Q. So you basically all report directly to Jeff?

13 A. Exactly.

14 Q. Take direction from Jeff then?

15 A. Sometimes he'll call me and tell me, all right, you need
16 to tell the guys to do this, this, and this. He'll delegate in
17 some things and --

18 MR. LOSCALZO: Thanks, Joe.

19 MR. LAMBERT: Right, thank you.

20 MS. DUNKS: Yeah. Thank you, Joe.

21 MR. LOSCALZO: Appreciate you coming in.

22 MR. MERTEN: Thank you.

23 MR. LOSCALZO: Yep. See you.

24 MS. DUNKS: Thanks a lot.

25 MR. MERTEN: Okay.

1 (Whereupon, the interview in the above-entitled matter
2 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: MEDICAL HELICOPTER ACCIDENT
 TUCSON, ARIZONA
 Interview of Joseph Paul Merten

DOCKET NUMBER: WPR-10-FA-371

PLACE: Marana, Arizona

DATE: August 1, 2010

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.

Cheryl Farner Donovan
Transcriber