

Attachment 12

ABX Air, Inc. Mechanic Interviews

Interview Summary

Name: Dave Ramirez
Date/Time: 31 July 2008 at 1115 EST
Location: Telephone
Representation: Declined
Present: Pocholo Cruz, NTSB; Brian Glenn, FAA; Paul Tremback, APA; Bob Zitney, ABX Air, Inc.

Mr. Ramirez is a fulltime Line Maintenance Representative for ABX Air, Inc. Mr. Ramirez has been with the company and his position for approximately 1 year and 8 months. Mr. Ramirez holds an Airframe and Powerplant Certificate. He had 4 years of prior experience on 757 aircraft and is qualified to work on all ABX Air, Inc. 767 aircraft. He is currently based in Los Angeles (LAX) but had been detailed to SFO for the past month due to a staffing shortage at the station.

According to Mr. Ramirez, he worked at the station (SFO) on June 27 (Friday) and 28 (Saturday). On the June 27th, he worked from 1530-2200. The day of the accident, Saturday, June 28th, he worked a double shift (0400-0900 and 1630-2130). According to Mr. Ramirez, due to manpower shortage Management scheduled a double shift only on Saturdays. Dave stated that this was typical.

According to Mr. Ramirez, his duties and responsibilities included performing checks on the aircraft (767 ONLY) as well as any maintenance that was needed. He also states that DC9 aircraft comes to station but he doesn't perform any maintenance. Mr. Ramirez states that on the morning of June 28th, the aircraft arrived SFO between 0530-0600. A Service Check was performed on the aircraft. The Service check took about 2 hours to accomplish. According to Mr. Ramirez, another full time mechanic (Mike Asing) and maybe another part time mechanic helped with accomplishing the Service Check.

Mr. Ramirez was asked about the Service Check, specifically the Check of Crew Oxygen System. He recalls accomplishing the check and states that the Crew Oxygen was around 1220-1230 psi for the #1 or top bottle and 1560 psi for the #2 or bottom bottle. He did not service the bottles. He also stated that for dispatch the Crew oxygen should be between 1100-1150 psi. If it is lower than 1100 psi it must be MEL'd. Mr. Ramirez was unsure if he signed off the Service Check but thinks he signed off the Service Check in the logbook.

Mr. Ramirez states that the Service Check was accomplished on the aircraft with no discrepancies. The Service Check paperwork was signed off and completed prior to him leaving at 0900. Mr. Ramirez states that if he had any issues, he would contact his lead Nick Corpuz or the Supervisor Mike Green.

Mr. Ramirez returned for his second shift and accomplished a pre-departure check on the airplane. The pre-departure check calls for a recheck of the pressures of the crew oxygen system. According to Mr. Ramirez, the pressures were still within limits (1220-1230 psi) but he still decided to service the bottles as he thought the flight crew would write it up for being low additionally since he knew he was going to be working the pre-departure check on the airplane, he decided he would wait to service the system at that time. He removed the #1 or top bottle from the aircraft and went to the servicing shed to refill the bottle. Once at the shed, he noticed that the cylinder in the servicing shed had approximately the same pressure as the bottle removed from the aircraft; hence he could not add more oxygen into the bottle. He then reinstalled the bottle back on the aircraft and performed a leak check. He stated he did not generate a write up to remove the bottle from the aircraft as no maintenance was conducted on the airplane. He then left the airplane and waited until the crew arrived. According to Mr. Ramirez, the crew did not call for any maintenance prior to departure.

Mr. Ramirez was asked what type of discrepancies would be needed for a logbook entry. He said he was unsure. He said light bulb changes and oxygen servicing are the only ones not written up. He further stated that's the way he was trained and he has never seen oxygen write ups in the logbook and when working on a Service Check, they just sign off the Check. Mr. Ramirez did receive training from ABX Air, Inc.

Interview Summary

Name: Chris Siegart
Date/Time: 31 July 2008 at 1200 EST
Location: Telephone
Representation: Declined
Present: Pocholo Cruz, NTSB; Brian Glenn, FAA; Paul Tremback, APA; Bob Zitney, ABX Air, Inc.

Mr. Siegart is a Part Time Line Maintenance Representative for ABX Air, Inc. Mr. Siegart has been with the company and his position for 2.5 years. Mr. Siegart holds an Airframe and Powerplant Certificate and FCC License. He is currently based in San Francisco (SFO). Mr. Siegart only works on Saturdays from 1700-2300. He has had 767 training at United Airlines but not at ABX Air, Inc. He stated that he had no real formal training and his training mostly consisted of on-the-job training (OJT). He added he may have had a little training on ABX GMM. When asked about signing off paperwork, Mr. Siegart said since he only a part time employee, he has no access to ABX maintenance computer. He signs off only the check paperwork but cannot sign off on the on the whole check or make an aircraft log entry.

Mr. Siegart stated that Saturday, June 28 was a regular day. He normally accomplishes the pre-departure checks on the airplane. He also stated that he called for fuel and verified the correct fuel load. On that day he worked with Mr. Dave Ramirez on the pre-departure check. He recalled Mr. Ramirez arriving around 1900 for duty. Mr. Siegart stated that there were no issues with aircraft and the pre-departure check was signed off by Mr. Ramirez. When asked at what pressure the oxygen bottles need servicing his response was 1800 psi. When asked about pulling up history on the airplanes, Mr. Siegart stated that full time ABX maintenance mechanics would take care of that if needed.

Interview Summary

Name: Mike Asing
Date/Time: 31 July 2008 at 1230 EST
Location: Telephone
Representation: Declined
Present: Pocholo Cruz, NTSB; Brian Glenn, FAA; Paul Tremback, APA; Bob Zitney, ABX Air, Inc.

Mr. Asing is a Full Time Line Maintenance Representative for ABX Air, Inc. Mr. Asing has been with the company and his position for 8 months. Previously, he worked for United Airlines for 19 years. Mr. Asing holds an Airframe and Powerplant Certificate and FCC License. He is currently based in San Francisco (SFO). He works from 0330-1100, Tuesday thru Saturday with Sunday and Monday off.

On June 28, Mr. Asing accomplished a Service Check on the airplane with David Ramirez and Virgillo Archibold. According to Mr. Asing, the aircraft arrived at approximately 0600. Further, the aircraft came in clean with no write ups. He checked the oxygen system in the cockpit using EICAS with no issues it was above 1200 psi (in the green). He stated anything under 1200 psi we fill bottles.

In general, when Mr. Asing services the oxygen system, he states he writes it up in the logbook. He further asserts that the GMM states to write up oxygen when it is serviced. Mr. Asing has received ABX training in April in SFO.

Interview Summary

Name: Virgillo Archibold
Date/Time: 31 July 2008 at 1300 EST
Location: Telephone
Representation: Declined
Present: Pocholo Cruz, NTSB; Brian Glenn, FAA; Paul Tremback, APA; Bob Zitney, ABX Air, Inc.

Mr. Archibold is a Part Time Line Maintenance Representative for ABX Air, Inc. Mr. Archibold has been with the company and his position since July 16, 2008. Mr. Archibold holds an Airframe and Powerplant Certificate and FCC License. He is currently based in San Francisco (SFO). Prior to starting with ABX Air, Inc., he was a part time employee for ASTAR Air Cargo and sometimes was asked to work on ABX Air, Inc. 767 aircraft. He works full time with Hawaiian Airlines where he worked on 767 aircraft. Mr. Archibold only works from 0500-1000.

On June 28, Mr. Archibold only worked the engines and APU for the Service Check. He recalls adding oil and recording the information on the Service Check paperwork. Mr. Archibold sees all items get written up when discrepancies are found. According to Mr. Archibold, he has had some exposure to the GMM and has received some ABX OJT training.