



National Transportation Safety Board
Washington, D.C. 20594

Office of Railroad, Pipeline and Hazardous Materials Investigations

Interview Regarding Investigation PLD21FR002

Atmos Energy Corporation Natural Gas-Fueled Explosion During Routine Maintenance in Farmersville, TX on June 28, 2021

Name: Dwayne Means

Organization: FESCO

Title: Assistant District Manager

Date of Interview: June 30, 2021 @ 12:13 p.m.

I have reviewed my transcript(s) from the above referenced accident and:

- I have no comments to make.
- My comments are submitted herewith.
- My comments are marked on the attached copy.

Changes provided by Dwayne Means are indicated in red on pages 7-9.

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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NATURAL GAS-FUELED EXPLOSION *

DURING ROUTINE MAINTENANCE, *

Accident No.: PLD21FR002

FARMERSVILLE, TEXAS *

ON JUNE 28, 2021 *

*

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Interview of: DWAYNE MEANS, El Campo Assistant District Manager
FESCO

McKinney, Texas

Wednesday,
June 30, 2021

APPEARANCES:

STEPHEN JENNER, Investigator
National Transportation Safety Board

ALVARO RODRIGUEZ, Pipeline Accident Investigator
Pipeline and Hazardous Materials Safety Administration

KEVIN COLTERYAHN, Pipeline Safety Inspector
Railroad Commission of Texas

GLEN CARTER
Bobcat Contracting

EDUARDO JIMENEZ
Occupational Safety and Health Administration

MICHAEL STREET, Director of Operations
Atmos Energy

JAMES DORTCH, HSE Corporate
FESCO

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I N T E R V I E W

(12:13 p.m. CT)

1
2
3 MR. JENNER: Good afternoon. My name's Stephen Jenner. I am
4 an Investigator with the National Transportation Safety Board.
5 Today is June 30th, 2021. The time is 12:13 p.m., Central Time.
6 We are currently in the Springhill Suites in McKinney, Texas. The
7 purpose of this interview is to discuss the circumstances
8 surrounding the pipeline accident that occurred on June 28th, 2021
9 in Farmville, Texas.

10 Today, we will be talking with Mr. Dwayne Means from FESCO.
11 Before we do that, we'll go around the room and introduce
12 ourselves, with our name, spelling, job title, and who we're with.
13 Again, I'm Stephen Jenner, S-T-E-P-H-E-N, J-E-N-N-E-R, with the
14 NTSB. To my left.

15 MR. RODRIGUEZ: Good afternoon. My name is Alvaro Rodriguez;
16 Alvaro A-L-V-A-R-O, Rodriguez R-O-D-R-I-G-U-E-Z, accident
17 Investigator with PHMSA, the Accident Investigation Division.

18 MR. COLTERYAHN: Kevin Colteryahn, K-E-V-I-N, C-O-L-T-E-R-Y-
19 A-H-N, with the Railroad Commission of Texas, Pipeline Safety
20 Inspector.

21 MR. JIMENEZ: Eduardo Jimenez; E-D-U-A-R-D-O, J-I-M-E-N-E-Z,
22 Department of Labor, OSHA.

23 MR. STREET: Michael Street, M-I-C-H-A-E-L, S-T-R-E-E-T. I'm
24 the Director of Operations for Atmos Energy.

25 MR. CARTER: Glen Carter, G-L-E-N, C-A-R-T-E-R, Operations,

1 Bobcat Contracting.

2 MR. JENNER: Okay. And we can go to --

3 MR. DORTCH: James Dortch, J-A-M-E-S, D-O-R-T-C-H, HSE
4 Corporate, for FESCO.

5 MR. JENNER: Okay. And Dwayne, we'll have you introduce
6 yourself.

7 MR. MEANS: Dwayne Means; D-W-A-Y-N-E, M-E-A-N-S, FESCO, El
8 Campo, Assistant District Manager.

9 INTERVIEW OF DWAYNE MEANS

10 BY MR. JENNER:

11 Q. Great. Thank you. If you would, just tell us about your
12 background and how'd you -- when you got started in the pipeline
13 industry and your positions you've held, and to your current
14 position.

15 A. Started with FESCO in 1998. We started our Pipeline Division
16 in 2000. When I hired on, I started out in production, and, of
17 course, moved up into Pipeline, and progressed up to an Operator
18 throughout the years.

19 Q. Okay. When did you progress to Pipeliner?

20 A. Pipeliner, of course, we started in 2000. I became an
21 operator within 2004, 2005.

22 Q. Okay --

23 A. I don't know the exact date.

24 Q. That's fine. Okay. I'll have you continue on.

25 A. I got to become Assistant District Manager in 2014.

1 Q. And if you would --

2 A. And --

3 Q. I'm sorry --

4 A. -- ever since --

5 Q. -- you've been in that current position since --

6 A. Yes, sir.

7 Q. 2014? Okay. If you would, just describe your duties and
8 responsibility in your current position?

9 A. Well, part of my duties is, of course, making sure all the
10 guys have their OQ's for various companies, whoever we're working
11 for, making sure they're trained up, overseeing the safety part,
12 and then of course, along with my ADM duties, the daily
13 operational duties at the shop, which consist of a lot of
14 paperwork, but --

15 Q. Okay. Safety is a big umbrella, if you were to just narrow
16 it down for us.

17 A. I'm sorry?

18 Q. Safety is a big umbrella. There's personal safety, there's
19 on the --

20 A. Our -- we'll make sure they're caught up on all the safety
21 stuff that they need, make sure they have all of the safety
22 equipment that they require, make -- hold daily safety meetings
23 every day.

24 Q. Okay. Who do you -- who works under you? Who reports to
25 you?

- 1 A. There's about 67 employees there that all report to me.
- 2 Q. Who directly -- who is immediately below you, in --
- 3 A. I guess that would be ^{Joey Kacal} Joy, the Pipeline Manager, and then we
- 4 have ^{Brad} Brian Nicks, who's a Wireline Manager.
- 5 Q. Okay. And who do they oversee?
- 6 A. ^{Joey} Joy, of course, he's a Pipeline Manager, so he oversees the
- 7 whole Pipeline Department. And then ^{Brad} Bryan Nicks is our Wireline
- 8 Manager, so he oversees Wireline departments. That's the only two
- 9 operations we offer at our District.
- 10 Q. I see. Okay. In terms of ensuring that people who are
- 11 working on scene are experienced and qualified, what is your role
- 12 in that?
- 13 A. My role in that is making sure that they're not SSEs, for the
- 14 scheduling purposes, because we have an SSE program where they are
- 15 an SSE for a minimum, at least six months. Six months, we look at
- 16 their status and where they're at, and if they need to be an SSE
- 17 longer, then of course we make them longer.
- 18 Q. All right. And you're going to have to tell me what an SSE
- 19 is.
- 20 A. Short-service employee. And of course they're -- a Short
- 21 Service Employee, when they come to FESCO, no matter if they came
- 22 from a different company and they got 20, 30 years in Pipeline
- 23 division, they're still, when they hire on with us, they're still
- 24 in Short-Service Employee.
- 25 Q. I see. And what does it take for them to get -- to move up

1 from an SSE?

2 A. Well, of course, they go out with their mentors on different
3 jobs, and their mentors monitor their situations, and then we'll
4 get with their mentors to see their progress and get with our
5 Pipeline -- or I'm sorry, our Project Managers, and they oversee
6 them, too, and get with them to see their progress.

7 And if they feel that they are no longer in the Short-Service
8 Employee, then we can take that status off, but they're still a
9 trainee. So they cannot progress forward from a training status
10 until they take the proper testing, and have all of the proper
11 knowledge to move up to an Assistant. And again, we have the same
12 progress to where they have to have the proper training to move up
13 to the next level.

14 And they have to take a test to move up to the next level,
15 and pass the test. And that consists of some hand-reading and a
16 lot of one-on-one interviewing, asking them questions, what would
17 you do with this? What would you do with this? And then, if we
18 don't feel they're ready to move up to the next classification,
19 they will not move up.

20 Q. Mm-hmm. Is your training done in-house or do you contract
21 out? Or --

22 A. Well, for the Operator qualifications, we are a third party.
23 We have -- I don't know if I can say the names of the companies we
24 send them to, or --

25 Q. You're entitled to say that.

1 A. I mean, we send them to Henderson, Texas, Southland Safety.
2 And that's who does our OQ's for -- companies like Atmos, Kinder
3 Morgan, Energy Transfer, ETC --

4 Q. Okay.

5 A. And then, of course, we have VeriForce, which I had to go to
6 training and become a VeriForce instructor, but we do that with
7 companies like Northern Natural, and Able. I believe Enterprise
8 is also in there. But our OQs for Atmos, Kinder Morgan, ETC, is
9 all through ISNetworld. You can look them up online.

10 And then of course, you have Operator qualifications and
11 that'll be all in there. And you also got training qualifications
12 that are in ISNetworld, and that's just an orientation video that
13 the companies put on there, that you have to watch.

14 Q. All right. Thank you for that background. So what we
15 learned about this accident, there were two SEPCO employees --

16 A. Yes, sir.

17 Q. -- on site. Do you know -- can you talk about their
18 backgrounds?

19 A. Yes. Derek Tarver [sic], been with us for 18 years. He was
20 a Project Manager, very, very knowledgeable in what he does. And
21 Project Manager, besides becoming the District Manager, that's as
22 high as you're going to get --

23 Q. Mm-hmm.

24 A. -- within that department. So he is very knowledgeable on
25 what he was doing. And like I said, he had 18 years' experience

1 in it.

2 Q. Okay. What were his duties and responsibilities on-site?

3 A. On-site? Oversee the job that we are doing or services that
4 we are providing. Of course, on this one, we were flaring. So he
5 was overseeing the services that we were providing on that
6 location.

7 Q. Right. Do -- I assume that his background includes the
8 science behind gas and --

9 A. Yes, sir.

10 Q. -- hazards, and --

11 A. Yes, sir. He's very knowledgeable for that.

12 Q. Right. Okay. So flaring was the main objective for that
13 project?

14 A. -- for FESCO, on that project, yes, sir.

15 Q. Right. And if you can just break down the -- job
16 description, what goes into the flaring?

17 A. Into the flaring?

18 Q. If you were to break down, specific tasks that is involved in
19 the flaring operation?

20 A. Yes, sir. We'll make sure you're sourced on what you're
21 going to flare off, depending on the -- on what you're doing. Of
22 course, they were doing the launcher, and they were blowing down
23 the launcher. So you want to shut off your mainline valve, make
24 sure it's shut, make sure any other valves that have gas that
25 could leave feed into your launcher are shut off.

1 And then, go ahead and depressurize your launcher. You know,
2 you leave your valve going to your flare stack open and wait for a
3 while, to make sure your fire's out and your fire stayed out. And
4 once you verify that was out, go out there and cut your source
5 off, your igniter system. Turn your igniter system off, and
6 still, again, wait for a little bit, then open the door.

7 Q. How long is this waiting period?

8 A. Fifteen minutes? Ten, fifteen minutes.

9 Q. Okay. And that's -- that, you would expect all crews to wait
10 the 10 to 15 minutes as normal procedure?

11 A. It's normal procedure, but like I said, by the time you get
12 through making sure everything's good before you open the door, it
13 usually takes that long anyway.

14 Q. I see. And what type of equipment is there, in terms of
15 monitoring gas levels and other handheld type equipment?

16 A. EW4 gas monitors, with the pump on it.

17 Q. Okay. Are those -- how do you verify that they're
18 operational and --

19 A. Calibrate them every 180 days.

20 Q. Every 180 days?

21 A. Yes, sir. Well, before that, but that's the calibration
22 dates when you got to get them calibrated.

23 Q. Okay. And there was a second employee? Can you talk about
24 his --

25 A. Michael Glover? Michael Glover started with us in 2019. I

1 can't recall the exact date that -- Michael Glover, again, very
2 sharp kid, moved up the ladder very quick. He was in the process
3 of becoming an Operator, you know, before the incident.

4 Q. Okay. And did he have specific duties on that day?

5 A. Specific duties on that day? Just assist with Derek and do
6 what Derek told him to do.

7 Q. And can you give me an example of what -- how he could
8 assist?

9 A. How he could assist? Well, slowly opening and closing the
10 valve that they were using to blow down to the flare stack with.
11 If Derek told him to turn the igniter system on or off, that's
12 pretty much about all they were doing. Theirs was very cut and
13 dry.

14 Q. Right. Is there a lot of monitoring that goes on? It sounds
15 like they can get their job done pretty quickly? Is that fair to
16 say? Or how long from -- let me ask you that. From when they
17 start the flare process, to the end of the flare process, how long
18 a period might that be?

19 A. Well, that is all going to depend on how long your pig trap
20 is -- or your launcher, I'm sorry --

21 Q. Mm-hmm.

22 A. -- or how much pressure, how fast you can do it, how fast you
23 cannot do it. You know, you have a lot of variables in there.
24 And of course, you're not going to blow it down very fast, because
25 you were close to houses and you already have pipe everywhere, so

1 you're going to blow it down very slowly. It could be anywhere
2 from, again, depending on how much pressure's on that line. But
3 it can take 10 minutes to 40 minutes.

4 Q. Okay.

5 A. You know, you're talking about a very short distance, so --

6 Q. Right. You had a chance to be on-site yesterday --

7 A. Yes, sir.

8 Q. -- post-accident. Was there anything you observed that gave
9 you concern?

10 A. No. I might have blanked on what happened. I've sat there
11 and played different scenarios, and I just cannot figure it out.

12 Q. Right. In your position, have you -- are you aware of any
13 similar-type incidents?

14 A. This is a first for me.

15 Q. Hm.

16 A. -- on an incident like this.

17 MR. JENNER: All right. Thank you. That's all the questions
18 I have, and we'll go around the room.

19 BY MR. RODRIGUEZ:

20 Q. Thank you. Thank you very much for being here. My name is
21 Alvaro Rodriguez, with FEMSA. What is the system used by FESCO to
22 track OQ?

23 A. To track OQ?

24 Q. Mm-hmm.

25 A. We track it in ISNetworld. And again, they let us know

1 whenever their -- whatever their OQs are. If they're about to
2 expire or not, they will call -- they don't call us, but they
3 email us, let us know, and then we get them scheduled to go to
4 Southland in Henderson, Texas, and get them caught up on it.

5 And theirs consists of an instructor-led course, and then
6 once they pass that test, that their instructor-led gives them,
7 then they go to a performance. And they have to pass the
8 performance.

9 Q. Okay. Thank you. And how far in advance did employees know
10 about it going to class, or needing to have an OQ instruction?

11 A. As far as a new employee going for the first time? Or --

12 Q. Either -- like, both cases, can you explain?

13 A. Well, usually it's a three-month advance, whenever I get the
14 email saying that they're fixing to expire. So then I will let
15 them know, hey, I'ma set you up for this date, and you're going --

16 Q. Okay.

17 A. And then -- I'm sorry. Sixty days, so you got about two
18 months.

19 Q. Okay.

20 A. I get the notification.

21 Q. Okay.

22 A. And so I let them know that they're going on a new employee,
23 once they get through doing all the safety stuff that we have them
24 do. And then we'll try to get them as much experience as we can,
25 and then they will go and take the OQs.

- 1 Q. Okay.
- 2 A. And of course, the first one will be AOC, Abnormal Operating
3 Conditions, and then we advance from there.
- 4 Q. Okay.
- 5 A. Before they can perform any other of the OQs.
- 6 Q. Sounds good. Thank you.
- 7 A. -- any other task.
- 8 Q. Okay. And how do you communicate with employees when they
9 need training?
- 10 A. What do you mean?
- 11 Q. Is that by email? Phone call?
- 12 A. Email and verbal.
- 13 Q. Okay. So they -- they'll have a record, an email that they
14 have to attend an instruction?
- 15 A. Email or text, and then I tell them to -- yes, sir. They'll
16 have some type of form.
- 17 Q. Okay. Thank you. And --
- 18 A. And usually, ISNetworld emails them, also and lets them know.
19 VeriForce emails them, and they email me, too, to let them know
20 that it's about to expire.
- 21 Q. Okay. And do they have to go into the system to sign in? Is
22 that the way they --
- 23 A. No, it all go -- works off their Social Security numbers and
24 ISNetworld. Everything works off your Social. And then whenever
25 we send them to the training in Henderson --

1 Q. Mm-hmm.

2 A. -- they take their Social and they put it in the system, and
3 ISNetworld, the NCCER [sic] OQs that they're taking, and then it
4 applies them the credit for whatever OQs they took, as long as
5 they passed.

6 Q. And how often, if OQs are updated, do they change?

7 A. Do they change?

8 Q. Yep.

9 A. As far as --

10 Q. In general. Like, is the training for certain tasks changing
11 over time? It has been updated because of the system changes, or
12 it's been updated --

13 A. I'm sure it's -- because they send everything out to the
14 companies that they applied for, I guess, through the NCCR, and if
15 NCCR has any changes, I haven't been notified of any changes, so
16 I'm assuming it's all the same.

17 Q. Okay.

18 A. But I would think they're like VeriForce, to where there's
19 changes of anything, they send you an email saying, hey, there was
20 a major change. You have to redo this OQ.

21 Q. I see.

22 A. -- to re- -- getting trained back up for this purpose.

23 Q. Okay.

24 A. Now, I haven't seen anything like that from NCCR, so I'm
25 assuming there has not been any changes. But I have seen it

1 through VeriForce, to where I had to go back, hey, your OQ's no
2 good no more. We got to do it again. That we got to do it this
3 way, not the way we did last time.

4 Q. That's good. Thank you. How about training on pigging
5 operations? Are those general, like, for pigging, like any type,
6 or you have to be trained for this type of pig, this type of pig,
7 this type of pig? How -- how do they --

8 A. They're all in general. I mean, if you have a little Polly-
9 Pig, or you have a smart tool, you're going to launch it and
10 receive it basically the same way.

11 Q. Okay. So the training will be the same no matter what kind
12 of pig it is?

13 A. To my knowledge, yes.

14 Q. Okay. That's good.

15 A. Because when they do OQs, that's how they do it. They just
16 train you on -- they send a pig in there, and then you're
17 qualified.

18 Q. That's good.

19 A. -- the best are written in the performance.

20 MR. RODRIGUEZ: At this moment, I don't have any other
21 questions. Thank you.

22 MR. MEANS: Yes, sir.

23 BY MR. COLTERYAHN:

24 Q. Kevin Colteryahn, with the Railroad Commission. So -- kind
25 of into the services of FESCO. This operation was a flaring

1 operation?

2 A. Yes, sir.

3 Q. Are there other types of jobs or tasks that y'all offer to
4 the pipeline industry?

5 A. Of course, launching and receiving. Purging, separation,
6 filtration.

7 Q. Okay. So these two individuals would have had pigging
8 qualifications and been qualified to do a pigging operation, as
9 well as the flaring?

10 A. Yes, sir.

11 Q. Okay.

12 A. That would be part of purging.

13 Q. All right. So the performance evaluation in the OQs, that
14 would be done by Southland as well?

15 A. Southland? Yes, sir.

16 Q. Okay.

17 A. For Atmos, yes, sir.

18 Q. Okay. All right. So is there a -- do y'all have a procedure
19 for flaring? As I understand, in this job performance, y'all were
20 just really flaring, but you were not the ones in charge, running
21 the pigs. So would they have a procedure, either with FESCO or
22 with Atmos, for flaring? Or how --

23 A. For Atmos, I can't speak, if they have one. But FESCO has a
24 rig up, over the flare stack.

25 Q. And you have procedures to follow, a written procedure to

1 follow for the flaring, decompression of a launcher?

2 A. My mind's going 100 miles an hour, but I don't know.

3 Q. Okay. If, in this flaring operation, if the flare was to
4 burn out -- and I'm not familiar with the ignition on that. I
5 know some would have, like, a pilot light. That one looked like
6 an electronic ignition.

7 A. Yes, sir.

8 Q. How would it reignite if you had --

9 A. That one, there --

10 Q. -- if it went out?

11 A. -- you had a two-step process. You'd have to turn it on to
12 send power to your igniter system, and then you got to turn your
13 igniter system on.

14 Q. So that would be manually, if it just went out, as opposed to
15 a pilot, where if you --

16 A. Yes, sir.

17 Q. -- had a --

18 A. They normally --

19 Q. -- if the wind -- if you had a little bit of gas, and the
20 wind blew it out, and you still had gas, a pilot would relight it.
21 This one, you'd have to relight manually?

22 A. Yes, sir.

23 Q. Okay. Okay. On there -- you said a four-gas monitor that
24 they carry, or that they have on their person --

25 A. Yes, a pump one that he more than likely had in the pick-up.

- 1 Q. In the pick-up?
- 2 A. Yes, sir.
- 3 Q. Okay.
- 4 A. Because they turn it on and then they'll check, and then of
5 course, put it back up.
- 6 Q. It's just like a SNIF?
- 7 A. Yes, sir. Got a pump on it.
- 8 Q. Okay. Okay. As opposed to a, like, an H2S?
- 9 A. Yes, sir, towards the HS personal monitor.
- 10 Q. Where, some of those, you have to bump-test daily, for --
- 11 A. Yes, sir.
- 12 Q. Okay.
- 13 A. Yes, sir.
- 14 Q. Would it be normal to flare off that size launcher with --
15 through a one-inch valve? Is that a normal, just one-inch
16 preferred size to flare off for that? Or --
- 17 A. They have done it, yes. They have done it. But, like I
18 said, you do it slowly. You don't -- it depends on the
19 urifications.
- 20 Q. You could do it with a one-inch or a two-inch or whatever
21 you'd have available?
- 22 A. Yes, sir.
- 23 Q. Okay.
- 24 A. With the OQs, I guess that's a flaring task that would be an
25 OQ for purging?

- 1 A. That would more fall into purging.
- 2 Q. Purging?
- 3 A. Yes, sir.
- 4 Q. And what would be the re-evaluation interval for OQ on that?
- 5 A. As far as with Atmos and them, I could not answer that. Oh,
- 6 the three -- it's three-year intervals.
- 7 Q. Three-year intervals?
- 8 A. Yes, sir.
- 9 Q. Okay. Very good. Okay. Has Atmos audited FESCO's OQ
- 10 program at any time that you know of?
- 11 A. No, sir, not to my knowledge. I just know every time we send
- 12 them out, we got to send them the OQs.
- 13 Q. The records with --
- 14 A. Yes, sir, our records of OQs, or they're not allowed on
- 15 location.
- 16 Q. Okay. So with the Bobcat crew normally doing a JSA before
- 17 the job started, would that be a FESCO thing is to -- as well?
- 18 A. Yes, sir.
- 19 Q. You would have a JSA done every day?
- 20 A. Yes, sir.
- 21 Q. Y'all would work in conjunction, perform that together, fill
- 22 out your own JSA sheets? Or how would that be conducted?
- 23 A. If they're working together, they should all be --
- 24 Q. -- together?
- 25 A. -- on -- we sign Bobcat's, Bobcat signs ours.

1 Q. Okay. Is there a record of FESCO having one for this past
2 Monday?

3 A. I'd have to go look in his truck. Again, I don't know if
4 it's in there or not.

5 Q. That's been locked up, and --

6 A. Yes, sir.

7 Q. Yeah. Okay. Were you aware -- anybody else aware of the
8 valve seepage on the previous --

9 A. No, sir.

10 Q. -- week --

11 A. Not aware of that.

12 Q. That wouldn't be anything -- they've cured that problem?
13 That wouldn't be anything that they would -- you would expect them
14 to report to you, that they had an issue on a valve? That's a
15 normal thing?

16 A. Valves do leak, yes, but how bad, you know? But no, I was
17 not aware of the valve leaking.

18 MR. COLTERYAHN: I guess that's all I have, for the moment.
19 Thank you.

20 MR. MEANS: Sure.

21 MR. JENNER: We'll do Michael.

22 BY MR. STREET:

23 Q. Yes, sir. Michael Street with Atmos Energy. Just a couple
24 similar questions. Does FESCO have its own safety manual?

25 A. Yes, sir.

1 Q. And how often do you review that with your employees?

2 A. We -- when they first turn it on, they read the whole entire
3 safety manual, and like I said, it's pretty lengthy. But any time
4 there is changes, they read, re-read it. They get emails on it.
5 And we like for them to go through it every year, but that don't
6 happen.

7 But any time there is any type of form of change or add to
8 it, they do read it. And of course, it's part of our safety
9 topic, too, on top of the other safety topic we have. And we read
10 it to them. And again, I email it to them, read it to them, put
11 it in our manual. So --

12 Q. Are you familiar -- does your manual have a Stop-Work
13 authority?

14 A. Yes.

15 Q. So employees should know --

16 A. Yes, they are fully aware of Stop-Work authority. And
17 they're aware of -- anybody on location can stop the job.

18 Q. So another similar question. You held a Master's Service
19 Agreement with companies like Atmos Energy, or Magellan, or --

20 A. MSAs? Yes, sir.

21 Q. Okay. So do you get communication or does your company - are
22 you aware of communication from operators like Atmos Energy on
23 updates to safety procedures, bulletins, best practices?

24 A. Yes, sir.

25 Q. Is that a common occurrence for you to get that?

1 A. It's not very common, no, sir.

2 Q. Okay. Would those come directly to you, or to someone else
3 within your organization?

4 A. I believe they would go to somebody else, and they just
5 forward it to me.

6 Q. Okay. Thank you.

7 A. Yes, sir.

8 MR. STREET: I have no other questions.

9 MR. COLTERYAHN: I have no questions.

10 MR. JENNER: Okay.

11 UNIDENTIFIED SPEAKER: Yep. I'm good, too. I don't have
12 any.

13 MR. JENNER: Okay.

14 BY MR. JENNER:

15 Q. This is Stephen Jenner. Just a couple follow-ups. You asked
16 earlier about the JSA. Who would lead the JSA before the shift
17 starts?

18 A. Derek Tarver [sic], the lead man on the job for FESCO.

19 Q. So it's not the FCC folks, it's the --

20 A. Well, they will have theirs. I'm assuming they would have
21 theirs. Bobcat would have theirs. We would have ours.

22 Q. Would this all be together in one group, or is it just each
23 entity that you mentioned as an individual JSA?

24 A. Well, if Bobcat came over and assisted us, with, hey, this is
25 how, what we're doing, this is how we're doing it, and then they

1 sign the -- our JSA, if we went and helped them, then, hey, this
2 is what we're doing, then we will sign their JSA.

3 Q. Okay. So is there a time -- I'm sorry if I don't understand.
4 Is there a time where everyone who is on-site is together, going
5 through a safety briefing?

6 A. Before the job starts.

7 Q. Okay. And then, signatures follow --

8 A. Yes, sir.

9 Q. -- that? And that's your expectations of how it would start
10 every day --

11 A. Yes, sir. Before you start any kind of job, or if your
12 duties change --

13 Q. Right.

14 A. -- then, of course, you got to update it.

15 Q. Sure. And just, overall, what are some of the items that are
16 typically discussed in a JSA?

17 A. On the JSA? It all depends on the job application.

18 Q. Okay.

19 A. Because you talk about slips, trips, and falls. You would
20 talk about pressure. You would talk about what you are doing. If
21 you were flaring, which way is the wind blowing? You know, the
22 weather conditions.

23 Q. Right.

24 A. Fatigue, you know, with the heat. You're going to talk about
25 the heat, make sure you're drinking fluids. If you're -- don't

1 over-strain yourself.

2 Q. Right. Now we had learned that the -- there was
3 precipitation that sort of --

4 A. Yes, sir.

5 Q. -- fluctuated. Does -- how does that affect, in your
6 experience, the ability to carry out this job?

7 A. With the participation [sic]?

8 Q. Yeah, heavy rains at time, and on and off.

9 A. Heavy rain is not really going to interfere with our job. It
10 would be the lightning I would be concerned of.

11 Q. I see.

12 A. If the lightning was close in your area, then, of course, you
13 need to stop your operation and get to a safe area.

14 Q. Sure.

15 A. But for what we were doing, the rain's not going to hurt you.

16 Q. I see. Now, when the work is under way, what is your
17 expectations of how FESCO and the Atmos FCC personnel interact
18 with each other?

19 A. Communicate. When you see something, make sure you're doing
20 what Atmos wants you to do. But if you see something wrong, just
21 communicate with them, let them know, hey, this ain't, -- this is
22 wrong, or this don't look right, or everything went good. You
23 know, just communication.

24 Q. Right. Would you -- would they make a move -- you know,
25 SEPCO, without getting approval, from the FCC? This -- so I'm

1 turning valves.

2 A. No, sir. We do not touch a valve until we are told by a
3 company representative to touch that valve.

4 Q. I see.

5 A. That's our policy.

6 Q. So there's a lot of communication that goes on?

7 A. Yes, sir.

8 Q. And here's the next step in the process, and you'd expect FCC
9 to comment on that, or --

10 A. Yes, sir.

11 Q. -- give them proof of it.

12 A. Yes, sir. We do not touch any valves that do not belong to
13 us until we are told to.

14 MR. JENNER: Thank you for that clarification. That's all I
15 have. We'll go around one more time.

16 MR. RODRIGUEZ: Thank you. Alvaro Rodriguez with FEMSA.

17 MR. MEANS: Yes, sir.

18 BY MR. RODRIGUEZ:

19 Q. Besides the OQs, do you need any permit to work on-site?

20 A. To work on-site?

21 Q. Any permit?

22 A. No. Not that I'm aware of. Permits to work on-site,
23 depending on what you're doing, I believe the customers usually
24 get for the flaring and things of that nature, they usually
25 already contacted who they need to contact, and got the okay for

1 all that.

2 Q. Okay. What are some of the factors that would impact the
3 functionality of a flaring device?

4 A. Some factors that would impact?

5 Q. -- the functionality of a flaring device.

6 A. Flaring device is pretty cut and dry. You got your igniter.

7 Q. Okay.

8 A. But if -- I guess I'm having trouble understanding what
9 you're asking.

10 Q. I'm trying to see if there's a checklist, maybe, or a
11 procedure for the technician to -- when he arrives to the site, or
12 where they're putting together the flaring device, things that
13 they have to look into. For example, making sure that the tubing
14 is in correct position, or maybe the diameter is correct.

15 A. Yes, sir. We have --

16 Q. Or maybe --

17 A. -- a rigging up a flare stack, and that's all in there.

18 Q. Mm-hmm. So what are the things that an employee should be
19 looking at in a flaring device?

20 A. Should be looking at -- basically, what you said, to make
21 sure your igniter rod is set where it needs to be set --

22 Q. Okay

23 A. -- make all your unions up, because we got flange and we got
24 Handbird [sic], but make sure all your unions are tight. Before
25 you stand it up, make sure you got your base on a flat, level

1 ground and solid.

2 And of course, we'll rig up our pipe from the flare stack to
3 our tie-in point, wherever it'd be. And then they'll, again,
4 double-check everything on the stack to make sure the stack is
5 good and tight, make sure everything where it needs to be, stand
6 it up, chain the -- chain it down.

7 Q. Anything else that you --

8 A. Sorry?

9 Q. Is there anything else that --

10 A. Well, you're going to test the igniter, get everybody clear,
11 test the igniter, make sure it sparks before you raise it. And
12 then once you make sure it sparks, turn it off, stand it up.

13 Q. And are you aware of any accidents happening prior to this in
14 the past, with a flaring device?

15 A. This is the very first.

16 Q. Okay. And do you have procedures, a document on-site, for
17 the employees to revise or go through when they are operating a
18 flaring?

19 A. Flaring? No. We did not have one, I don't believe.

20 MR. RODRIGUEZ: Okay. That's everything that I have. Thank
21 you.

22 MR. MEANS: Mm-hmm.

23 BY MR. COLTERYAHN:

24 Q. Kevin Colteryahn, for Railroad Commission again. I have a
25 couple of questions. Would you expect or have expectation of your

1 employees to be assisting Bobcat in any kind of loading the pig,
2 that sort of thing?

3 A. We've always helped them, and they've always helped us.

4 Q. Good employees help?

5 A. Yes, sir.

6 Q. Make the job happen?

7 A. Yes, sir. And they were OQ'd in launching and receiving.
8 They had the OQs on that, of course.

9 Q. So you would expect them to be able to perform that job
10 safely, just like they were doing?

11 A. They were trained. They are trained to do it, yes.

12 Q. Okay.

13 A. But again, we help them, they help us. And I'm assuming they
14 were -- I wasn't there, so I can't say they were helping, or if
15 they were just standing there talking, but --

16 Q. Just -- okay. And just kind of the nature of the business,
17 everybody would try to help out to get the job done?

18 A. Yes.

19 Q. And would there be -- I know we don't know what they -- any
20 kind of JSAs or anything that may have been filled out. But would
21 there normally be a record of sniffing [sic] with that gas monitor
22 before the pig's placed in there?

23 A. It's on our JSA, but --

24 Q. -- not necessarily --

25 A. Most of -- I can't say if he did it or not. It should be on

1 there, but I'm not seeing the JSA.

2 Q. So the JSA would mention that you should do that?

3 A. Yes, sir. It's --

4 Q. But you have a documentation that he read it of any kind, any
5 kind of documentation?

6 A. I was going to say, it'd be filled out on the JSA.

7 Q. After -- after he's performed that --

8 A. After he did it, yes, sir.

9 Q. Okay.

10 A. He'll come back and write it in and write the time that he
11 did it.

12 Q. So that's normal to be documented?

13 A. Yes, sir.

14 MR. COLTERYAHN: Very good. Okay. That's all I have.

15 BY MR. STREET:

16 Q. Michael Street, Atmos Energy, one more time. Are there OQs
17 specific to launching and receiving?

18 A. Yes, sir.

19 Q. How would your technicians on site verify that the flare is
20 extinguished?

21 A. Visual. And again, the igniter system was completely off. I
22 saw that when we did our investigation out there, when we finally
23 got to get on location, I looked at that and the igniter system
24 was completely off. It was completely dead. Because if it
25 wasn't, you would hear it out there, buzzing.

1 And when we were out there, too, I think I heard that the
2 valve was leaking. I was -- never had anybody tell me that it
3 was. It was just kind of hearsay. But if that valve -- if that
4 flare was still lit, you would have a fire out there, going. So
5 the fire was completely extinguished.

6 Q. So you would visually see it from the ground, to the --

7 A. You would see it come in the --

8 Q. -- flare?

9 A. Well -- yes, sir. Because if the fire wasn't out, you would
10 see it. And with that door being open as long as it was, to load
11 the pig and everything else, all the operations that you had to
12 do, there's no way that fire was still on. Because he had nothing
13 to even feed it. The door was open.

14 Q. Just one last question. You've mentioned your employees are
15 trained, if they see something, they say something?

16 A. Yes, sir. Stop-Work authority? Yes, sir.

17 Q. Yes, sir. And they would -- if they saw something, they
18 would tell an Atmos representative?

19 A. I would hope they'd communicate, yes, sir. And again, if
20 Atmos saw something they didn't like with us, I'd hope he'd come
21 communicate with us.

22 Q. And are you aware of any instances where your field personnel
23 notified Atmos of a potential on-site fire?

24 A. I have not heard one, no, sir.

25 MR. STREET: Okay. Okay, thank you.

- 1 MR. MEANS: Mm-hmm.
- 2 MR. RODRIGUEZ: I have no questions.
- 3 MR. JENNER: No questions. Anything else?
- 4 MR. COLTERYAHN: I do have a follow-up --
- 5 MR. JENNER: Sure. Go ahead.
- 6 BY MR. COLTERYAHN:
- 7 Q. Kevin Colteryahn, with the Railroad Commission. I just
- 8 wanted to verify, just kind of clarify a question earlier, with
- 9 the ignition of the flare stack. Now, I may have misunderstood
- 10 this, but for that type of flare, it would be constantly --
- 11 A. If --
- 12 Q. -- igniting, as long as the console was turned on --
- 13 A. Well, it's not a solid buzz. It's a (imitates buzzing sound)
- 14 for four seconds, then it quits. And then it (imitates buzzing
- 15 noise) -- it cycles.
- 16 Q. It cycles, and that continues until he switches it off at the
- 17 console?
- 18 A. Until the switch is off, yes, sir. But you would --
- 19 Q. So if there was a break in the gas flow, it burns out and
- 20 then the gas flows again. Then it would reignite at some -- after
- 21 that cycle?
- 22 A. Yes, some time, yes, sir. But --
- 23 Q. Okay. Okay.
- 24 A. Again, it was turned off.
- 25 Q. Yeah.

1 A. And if you had that door open that long --

2 Q. Right. I just wanted to clarify that there would -- there is
3 a way that it would re- -- before the door was open and you had a
4 break in the gas, that --

5 A. Mm-hmm.

6 Q. -- if you noticed it was out, but then the gas flow comes
7 again, that it would reignite --

8 A. Yeah, it would reignite.

9 Q. -- go ahead and start flaring again?

10 A. Yes, sir.

11 MR. COLTERYAHN: Okay. All right. Very good. That's all I
12 have.

13 BY MR. JENNER:

14 Q. Okay. This is Steve Jenner. We heard earlier, just from the
15 interview, a description of a loud boom.

16 A. Yes, sir.

17 Q. You know more -- as much as anyone in this room, but do you
18 have any thoughts about what that loud boom was, and what would
19 have led up to it, from a gas science perspective?

20 A. From a gas science perspective? That's why I said, I'm
21 drawing a blank. I can't figure it out, because, well, I don't
22 know where a spark would even have come from. There's -- I can't
23 figure that part out. I've been trying to.

24 Q. All right.

25 A. Or if the boom was, the pig off-seating, or where did the

1 boom come from?

2 Q. Right.

3 A. Was there a fire?

4 Q. All right. You were on-site, post-accident. Was there
5 anything that you observed that gave you pause or concern?

6 A. No, sir.

7 Q. Okay.

8 A. I mean, a lot of questions, but, when I saw their igniter
9 system was completely off and dead, I mean, no.

10 Q. Okay. Is there anything else that we didn't ask you that you
11 think could help in our investigation moving forward about
12 inspecting equipment or talking to other people? Any thoughts?

13 A. No, sir.

14 MR. JENNER: All right. I appreciate that. If there are no
15 other questions, then we'll finish up the interview. And thank
16 you very much for your time.

17 MR. MEANS: Yes, sir.

18 MR. JENNER: It's 1:00.

19 (Whereupon, the interview was concluded.)
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23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: NATURAL GAS-FUELED EXPLOSION
 DURING ROUTINE MAINTENANCE,
 FARMERSVILLE, TEXAS
 ON JUNE 28, 2021
 Interview of Dwayne Means

ACCIDENT NO.: PLD21FR002

PLACE: McKinney, Texas

DATE: June 30, 2021

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Milton Ordakowski, III
Transcriber