

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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SIKORSKY S76B HELICOPTER N72EX

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CRASH NEAR CALABASAS, CALIFORNIA,

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ON JANUARY 26, 2020

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Interview of: DAVID ACEVEDO, Mechanic

Island Express Helicopters

Island Express Helicopters
Long Beach, CaliforniaFriday,
January 31, 2020

APPEARANCES:

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I N T E R V I E W

DR. SEVILLIAN: On the record.

My name is Dajuan Sevillian. I am a human performance investigator for the NTSB. I appreciate you coming out and speaking with us today.

MR. ACEVEDO: That's my (indiscernible) --

DR. SEVILLIAN: So the NTSB is here for safety. We investigate accidents and make recommendations. You are here because you are the expert. We want to hear from you. And what you are seeing around the table is the result of our party system from the NTSB. We have folks that will be interviewing you today.

MR. ACEVEDO: Uh-huh.

DR. SEVILLIAN: All of the information that we discuss is not confidential and so this is being recorded and a transcript will be available in a public docket in the future.

MR. ACEVEDO: Okay.

DR. SEVILLIAN: So you are allowed one representative. And so, for the record, who would you like to represent you today?

MR. ACEVEDO: Don.

DR. SEVILLIAN: Okay. All right. At any time during the interview if you need to take a break, let us know. If there's any questions that need clarification as well as knowing -- if there's something that you don't know, just say I don't know the answer.

MR. ACEVEDO: Okay.

1 DR. SEVILLIAN: Okay. So, with that being said, let's go
2 ahead and start around the table. Fabian.

3 MR. SALAZAR: Fabian Salazar. I'm with the NTSB. I'm
4 looking into operations.

5 MR. ACEVEDO: Okay. What would you like to know? Should I
6 just --

7 DR. SEVILLIAN: We're going to go around the table. We're
8 going around the table --

9 (Simultaneously speaking.)

10 UNIDENTIFIED SPEAKER: We introduce ourselves and then we're
11 going to (indiscernible) --

12 MR. RIGSBY: It's Matt Rigsby, with the FAA's Office of
13 Accident Investigation, and just letting you know I have no
14 regulatory authority. So nothing you said can be used for
15 enforcement or anything like that, that I hear.

16 MR. CRUZ: Pocholo Cruz with the NTSB, maintenance
17 investigator.

18 MR. ACEVEDO: Okay.

19 MR. BORSARI: Greg Borsari with the NTSB, also a maintenance
20 investigator.

21 MR. ACEVEDO: Okay.

22 MR. BORSARI: We work together a lot.

23 MR. DALTON: And then I'll be here just representing the
24 company. I've got in-depth knowledge of our operations and flying
25 the aircraft.

1 MR. ACEVEDO: Okay.

2 DR. SEVILLIAN: And what we will do is we will have two
3 rounds of questioning and we'll go from there.

4 Any questions before we get started?

5 MR. ACEVEDO: No.

6 INTERVIEW OF DAVID ACEVEDO

7 BY DR. SEVILLIAN:

8 Q. So, for the record, could you please state your first and
9 last name with spelling?

10 A. Spelling? David Acevedo, A-c-e-v-e-d-o.

11 Q. And what's your job title?

12 A. I am a mechanic.

13 Q. And how long have you been a mechanic for Island Express?

14 A. I have been a mechanic for Island Express going on 2 years
15 now. It will be 2 years in March.

16 Q. Okay. What are your roles and responsibilities?

17 A. My roles and responsibilities are to maintain all aircraft
18 and make sure they're airworthy for flight, whether it be
19 charters, island jumps, whatever, photo flights. Just to maintain
20 and make sure they're ready to go.

21 Q. Prior to being with Island Express, can you give us a brief
22 history of your employment?

23 A. Sure. Before I applied for Island Express I was in the navy
24 for 5 years. And before that I, you know, out of high school,
25 worked for Coca-Cola and small jobs here and there, but before

1 Island was the navy.

2 Q. What sorts of license and certifications do you have for
3 being a mechanic?

4 A. I have my A&P license from Spartan College. That's about it
5 right now. Working on getting my IA as soon as I'm eligible get
6 that, but as of right now just my A&P.

7 Q. Okay. Any flight ratings?

8 A. No. None.

9 Q. Okay. So can you describe the process when you come -- when
10 an airplane comes in needing to be looked at from a maintenance
11 side, can you describe what you do as a mechanic for the aircraft
12 here at Island Express?

13 A. Well, my job is to help Adam with whatever he needs me to do
14 as far as getting paperwork ready. From the beginning, we start
15 off with getting our work orders ready, making sure our times are
16 lined up as far as what needs to be done. Once we get those
17 situated, we go through our work cards to see what part of that
18 maintenance needs to get done and as far as the procedure on doing
19 that certain type of maintenance as far as individual items or a
20 bigger task. But we get our work cards together, and before we
21 even pull anything off of the aircraft, our work orders are
22 completed, whether it be work cards, times for components, ICAs,
23 as far as items on the aircraft that did not come from the
24 manufacturer. So we get all that paperwork lined up before we
25 touch the aircraft.

1 Q. Okay. So as far as the organizational makeup, who do you
2 report to?

3 A. I report to Adam Green.

4 Q. Okay.

5 A. Who is my DOM.

6 Q. Okay. Do you ever get involved with the safety management
7 process here at Island Express?

8 A. The only involvement I have with safety management is during
9 our safety meetings I talk to my safety manager from time and
10 time. But as far as getting into a -- in detail with the safety
11 management, I don't necessarily have a role in that. I just -- we
12 do our safety meetings, we do our SMS, and that's about it.

13 Q. Any risk analysis tools you use?

14 A. We use PRISM, which is our SMS program which is online. As
15 of right now, we are trying to overhaul it just to make it more
16 compatible to what we do on a daily basis. But it's just that
17 online -- I can't find the word, but it's just the online setup
18 that we use.

19 Q. Um-hum. And have you ever had to fill one out?

20 A. I filled one out every day until we were trying to figure out
21 different items to put on there or take off that didn't really
22 pertain to what we were doing, something that would make it easier
23 for us to streamline it just to make it better for our
24 organization as Island Express.

25 Q. And when a change happens, sort of a change in the tool or

1 system, how is that change communicated at IEH?

2 A. A change with the --

3 Q. Anytime something changes in the -- like you were referring
4 that there are some things that change on the list to streamline
5 the process --

6 A. Right.

7 Q. -- how is that communicated?

8 A. Well, it's communicated -- if it's coming from maintenance,
9 Adam usually speaks with Garret as far as what needs to be changed
10 and then on that level they decide what needs to be changed, and
11 then we go into our company manuals, whether it's the GOM, our
12 maintenance practice manuals, and then they go through that and
13 figure out what needs to be changed. Then before we make official
14 changes, we revise, you know, what we changed in it and get it
15 approved.

16 Q. Okay. How would you describe the safety culture here at
17 Island Express?

18 A. I believe the safety culture is, from being around different
19 parts of different companies and that preach safety, I believe
20 this one is pretty good. I think we're good at what we do. The
21 pilots, mechanics, we all communicate to each other. Even if
22 they're not flying or whatever the case may be, we still discuss
23 what was done, what needs to be done, and how to move forward as
24 far as safety goes. But I believe that we -- that's one of our
25 main focuses is safety, number one.

1 DR. SEVILLIAN: Okay. Thank you. I'm going to go ahead and
2 shift to Fabian.

3 MR. SALAZAR: All right.

4 BY MR. SALAZAR:

5 Q. David, you mentioned you were in the navy. Thank you for
6 your service. What job did you have in the navy?

7 A. I was a aviation ordinance man for the 5 years I was in.

8 Q. What did that job entail?

9 A. That job entailed assembling, disassembling, loading weapons
10 as far as armament, missiles, live rounds for the jets, bombs;
11 things of that nature. So whenever they needed to do anything
12 with weapons, that was my job, was to assemble it get it ready to
13 go and other people would place it on the aircraft.

14 Q. Okay. So you have experience working around aircraft and
15 working on a flight line?

16 A. Yes.

17 Q. You ever go out on the deck and do FOD sweeps?

18 A. No. I've never been on the flight deck and done a FOD sweep,
19 but inside the hangar below deck, I've done FOD sweeps.

20 Q. Okay. Do you do FOD sweeps in the hangar here or out on the
21 flight line?

22 A. Yes, before the end of shift and in the morning.

23 Q. You mentioned work cards. You get together --

24 A. Yes.

25 Q. -- and look at work cards. I'm unfamiliar with work cards.

1 Explain to me what they are.

2 A. The work card is pretty much the manufacturer's steps on how
3 to perform a procedure, whether it would be installation, removal,
4 disassembly, assembly, inspections, repair. It's just the
5 manufacturers, they give you step by step on what you need to do.

6 Q. Okay.

7 A. So those are the work cards that we get ready.

8 Q. Okay. Do you work on both the A-Star and the S-76?

9 A. I do.

10 Q. Okay. Did you receive training specific to those aircraft?

11 A. On the job, just in-house training. I don't have any formal
12 training.

13 Q. Do you feel confident in your ability to work on the aircraft
14 without formal training?

15 A. Yes, I do. I believe Adam and the DOM before him, Ryan, they
16 got me up to speed as best that they could. And if I'm not sure
17 of something, you know, and I don't feel safe doing it, I will ask
18 Adam for his help, his knowledge. And if I still at that point
19 don't, I wouldn't -- I won't touch it.

20 Q. Okay. So you perform some maintenance on an aircraft and
21 you're complete with the maintenance --

22 A. Yes.

23 Q. -- what's the next step?

24 A. The next step is, before the aircraft is released, we make
25 sure that all of our -- within that work order our discrepancy

1 sheets are signed. Let me --

2 Q. Sure.

3 A. Before the aircraft is released, we set eyes, my eyes -- I
4 can't say that I'm -- you know, that maintenance procedure was
5 done and signed it off. So Adam will come behind me and look at
6 it. And then the pilot -- once he's done, we will have the pilot
7 look at it just to make sure that everything is done the way it
8 was supposed to be done. Then we go and sign off our work order,
9 whether it'd be discrepancies, work cards, we make sure everything
10 is initialed, signed off as far as that. And then once that's
11 done, Adam proceeds to do the entry for that aircraft.

12 Q. Okay. All right. Do you guys -- have you been trained in
13 tug operations for the aircraft?

14 A. No. No, we don't -- I mean, we tow -- we don't have a tug,
15 but we -- yeah, well, I've been trained in towing it as far as
16 getting it in and out of the hangar, yes.

17 Q. What tool do you use to tow in the S-76 or does it even fit
18 in the hangar?

19 A. Oh, it fits in the hangar. We have a tow bar that's
20 assembled for the -- we have the attachment for the Sikorsky and
21 we use the tow bar from Signature Flight Support, and hook it up
22 to the nose wheel and you -- we have a forklift that's able to
23 push and pull that Sikorsky in and out of the hangar.

24 Q. Does the Sikorsky have to be prepared in any way prior to
25 tugging --

1 A. Yes.

2 Q. -- or towing?

3 A. Yes. Well, the only thing that we do as far as getting it
4 ready for towing is making sure that the parking brake is off.
5 Because it's easy to leave it on and if you leave that parking
6 brake on, it's going to tear up the brakes. But that's the only
7 thing that we do as far as getting that thing ready for tow.

8 Q. Okay. Can you tow it without the pins?

9 A. No. I mean, you could but you don't want to.

10 Q. Okay.

11 A. In case of, you know, the landing gear collapsing or
12 anything, so the pins are in.

13 Q. Okay. So, the pins are in?

14 A. Yes.

15 Q. Okay. Very good. All right. What about the A-Star, is
16 there anything special that needs to happen to tow the A-Star in?

17 A. Well, our A-Stars are different. So one may be different
18 from the other as far as towing. The one that's in the hangar
19 currently we have to remove the float bags just for the wheels to
20 fit over the skids. But other than that, we attach the wheels to
21 the skids, we lift them, and we use our tow bar that's outside to
22 get it in and out.

23 Q. Okay. All righty. You mentioned you do a risk assessment.

24 A. Yes.

25 Q. Are there ever any times when that risk assessment, the

1 numbers on it get so big that you have to go talk to somebody?

2 A. No. My numbers have been high before just for the simple
3 fact that we had a bigger job with one of the aircrafts. But it's
4 never been higher than 60, and I think the highest you can get was
5 like 80.

6 Q. Okay.

7 A. But it's never been high enough to warrant any attention from
8 myself.

9 Q. Okay. Do you ever have -- during the course of your working
10 here, have you ever been called out to go work somewhere else at a
11 different location for this company?

12 A. Yes.

13 Q. What other places have you gone to work?

14 A. It was just -- the only place I have been was Queensway down
15 there by the Queen Mary.

16 Q. Okay.

17 A. Just to do an oil change or something like that.

18 Q. Okay. There's another company that the president of this
19 company owns.

20 A. Yes.

21 Q. Do you ever find yourself working there?

22 A. No.

23 Q. Do their mechanics come and work here in the hangar?

24 A. No.

25 Q. Okay. And you report to Adam?

1 A. Yes.

2 Q. Okay. How is Adam to work for?

3 A. Adam's great.

4 Q. Yeah?

5 A. Yeah. Adam's -- before he became DOM, he was the lead
6 mechanic, and I couldn't ask for a better teacher. You know, he's
7 very open on explaining what needs to be done. So that's why I
8 feel confident within myself because I know how great of a
9 mechanic he is. He's very knowledgeable. So I found that working
10 with Adam was very easy.

11 Q. Okay. Very good. Do you have anybody else you can go to if
12 you have a question? Let's say you have a, say just a difference
13 of opinion with Adam, and he's saying one thing and you believe
14 something else, who can you go to to like find the tie breaker?
15 Have you ever had that happen?

16 A. I've had that happen with -- before he became -- I mean, it
17 was three of us. It was myself, Adam and Ryan. But as of -- at
18 this point when Ryan left, there's nobody I can really, you know,
19 bounce knowledge off of.

20 Q. Okay. So let's put a scenario together. Let's say you find
21 something that you think is unsafe.

22 A. Okay.

23 Q. Who do you take that to?

24 A. I would take it to Adam. And if Adam can't answer it, then I
25 would ask a pilot, I mean, try to see what he thinks. But as far

1 as maintenance, there's really nobody besides Adam that I can
2 reach out to. I mean, there's other mechanics that I know, but on
3 the level of getting knowledge of that aircraft from, I --

4 Q. Okay.

5 A. -- I don't really have anybody.

6 Q. All right. Let's move on into Ara.

7 A. Okay.

8 Q. Were you close friends with Ara?

9 A. Yes.

10 Q. Okay. As we have these few -- answer these few questions, if
11 you need a break just let us know.

12 A. Okay.

13 Q. Describe your working friendship with Ara.

14 A. Ara, oh, man, before I became a mechanic, Ara -- I was a
15 ramper down at Queensway. And Ara knew that I was going to school
16 to get my A&P, and he would ask me, you know, have you taken your
17 test, have you taken your test? And he would push me to a point
18 where I saw that he cared about me getting this done.

19 So once I moved over here, it was like having somebody to
20 lean on if there was any doubt in my mind, whether it be coming
21 into work or stressing out about, you know, the day or whatever
22 the case may be. But I feel like Ara was one of those people that
23 -- I mean, you meet Ara for the first time and you felt like
24 you've known him for years.

25 Q. Um-hum.

1 A. So he was just, he was just a really nice person, you know.

2 And -- excuse me. I'm sorry.

3 Q. Take your time.

4 A. He was always positive, never negative, whether it be a long
5 day, stressful day. He was always happy. You never seen him mad
6 or just bent out of shape, but he always was there to pick you up.

7 Q. Um-hum.

8 A. And that was one of the things that I respected him for.

9 Q. Okay. So as him being a pilot and you being a mechanic, he
10 never looked down at you or never talked down at you or anything
11 like that?

12 A. No, sir. I know there's -- before I even got into
13 maintenance, there's always been pilots or, you know, they have
14 this thing about them, whether -- you know, I don't -- you know,
15 arrogance or whatever you want to call it. Ara was never, never
16 like that. And you would think like okay, well, you know, he's
17 the chief pilot and -- but Ara was just like one of the guys. He
18 was just -- you know, you could joke with him. You could have a
19 conversation, whether it would be personal or professional, and he
20 always kept it, you know. So, or he -- you know, he was just one
21 of those guys that -- you know, one of a kind.

22 Q. All right. He ever take you flying?

23 A. Yes. Well, maintenance flights, but -- I mean I've flown
24 with him, but no, not on a -- just take me out, no.

25 Q. Tell us about some of the flights that you've been with him

1 on. Let's start with the maintenance flights.

2 A. Okay. So after the aircraft comes out of maintenance, we
3 typically do track and balance if it calls for it. If not, we'll
4 go do power checks for the engine. We'll go put some time on it
5 if the aircraft has been in the hangar for a while. But Ara, you
6 felt safe with Ara. He did everything that you would want
7 somebody to do on a maintenance flight.

8 Q. Um-hum.

9 A. Because, you know, maintenance, you know, you come out of
10 maintenance and you -- you know, you're putting the thing in the
11 air and you're taking it out and you're doing, you know, simulated
12 autorotations or things of that nature. So Ara was one of those
13 guys that you want to be in that seat at the controls. And he was
14 always professional. So --

15 Q. Any other flights other than the maintenance flights?

16 A. I went out with Ara a few -- when I was ramping, I went out
17 with Ara a few times for -- to pick up passengers from John Wayne
18 or Burbank or over to the Highland, over Two Harbors or something
19 like that. So we would pick up passengers as far -- you know,
20 besides maintenance flights, before I became a mechanic, we would
21 do pretty much -- I wouldn't call them charters, but they're just
22 off-base pickups and drop-offs.

23 Q. Okay. About how many flights would you say you've been out
24 on with him?

25 A. With Ara --

1 Q. More than 10? Less than 10?

2 A. Over a dozen.

3 Q. Yeah?

4 A. Yeah. I have been -- and even -- I've been on a few rig runs
5 with Ara as well. So it's, yeah, it's over -- I would say over
6 20, 20 times I have been with Ara.

7 Q. On any of those flights you ever punch through a little
8 cloud?

9 A. No. No. No. No, I've never -- no, I've never been in a --
10 in the -- I've never been in fog period in a maintenance flight.
11 Those, you know, off-base runs with him or rig runs, I've never
12 encountered fog or clouds myself.

13 Q. Okay. All right. Let's move on to training.

14 A. Okay.

15 Q. Okay. As a mechanic when you hired on, what are the
16 different types of training that they -- did they give you prior
17 to working on the aircraft?

18 A. Before working on the aircraft, the only thing I was able to
19 do was manuals, go through manuals, read manuals; get myself
20 familiar with them. They're a little difficult to interpret, but
21 -- so manuals, and then cleaning parts. So that was my first
22 experience with maintaining the aircraft. I was cleaning parts
23 and reading up on a manual.

24 Q. Okay.

25 A. And then visualizing them perform a task. After that, I

1 started up with the small things, which was the tail rotor. That
2 was -- the tail rotor was my thing for a while before I moved on
3 to anything else. So they like to get you, you know, situated
4 with one piece of the aircraft, get you familiar with that piece
5 of aircraft -- of the aircraft, and then we moved forward.

6 So we have our initial training and then once another
7 inspection comes up for that aircraft, we move on to the recurring
8 training. But I wouldn't be signed off for the recurring training
9 or able to do it by myself unsupervised until I had a few
10 signoffs.

11 MR. SALAZAR: Okay. All right. I think that's it, but let
12 me double check. That way -- I'm good, Dujuan. Thank you.

13 DR. SEVILLIAN: Thanks, Fabian.

14 MR. SALAZAR: Thanks, David.

15 DR. SEVILLIAN: Matt?

16 MR. RIGSBY: Yeah.

17 BY MR. RIGSBY:

18 Q. Just a few, David.

19 A. Okay.

20 Q. On your manuals, are they paper or digital manuals?

21 A. Well, they're digital. We print them out just to have a hard
22 copy with us while we're performing that task.

23 Q. Um-hum.

24 A. Or recently I got my iPad, so I can pull it up on my toolbox
25 as I'm working on the aircraft.

1 Q. Okay. That's your personal iPad?

2 A. Yes.

3 Q. How do you ensure that the manuals you're using are current?

4 A. We check revisions. A lot of the time revisions come out,
5 you know, sporadically and we only -- so that's why when we do our
6 work orders we go through the manuals and it'll highlight if there
7 were revisions -- if there was a revision, and sometimes Adam --
8 most of the time Adam he gets emails saying that it was updated or
9 a revision change or item changed. So when we do our work order
10 build-up, that's what we do; we go through all of those steps to
11 make sure that we do have the right revision.

12 Q. Okay. And you have never had factory training?

13 A. No.

14 Q. Okay. As far as the FAA, have you had any action with any of
15 the principals, the principal maintenance, principal avionics, or
16 principal ops inspectors when they've been out here?

17 A. I've had a few interactions with the FAA, but nothing on a
18 level where I'm talking to him or having a conversation with him
19 like that.

20 Q. When was the last time you saw them on the base?

21 A. It was about a week or two after we moved here from our last
22 hangar. I can't remember when we moved in, but it was about a
23 week after we moved in I spoke with Tom who we first -- at our
24 FSDO.

25 Q. Within the last year?

1 A. Yes.

2 Q. Are there any pilots that are A&Ps?

3 A. No.

4 Q. Have you heard of something called an R double I?

5 A. I don't think I have.

6 Q. It's a required inspection item.

7 A. Okay.

8 Q. And it's -- I didn't know if you had that program here or

9 somebody's double checking your work, particularly if it's a

10 flight control or --

11 A. Right.

12 Q. -- something that's pretty serious.

13 A. I haven't -- I don't think I've heard it in that, you know, R

14 double I.

15 Q. Okay. But does somebody typically check your work?

16 A. Yes.

17 Q. Okay. And then do you check other people's work?

18 A. Yes.

19 Q. Okay. I think you have already answered this. This is the

20 only location typically you work at, right?

21 A. Yes.

22 Q. Okay. When you did go flying with Ara or any other pilot, do

23 they use checklists?

24 A. Yes.

25 Q. Okay. Both for starting and shutdown?

1 A. Well, for starting they -- I mean, I've seen them doing it
2 for starting.

3 Q. Okay.

4 A. By the time we are shutting down I'm not in the aircraft. So
5 if we're here, we're still doing -- if they're doing their cool-
6 down, most of the time I'm out of the aircraft.

7 Q. Have you ever had a pilot or management or office personnel
8 or somebody put pressure on you to get in the aircraft to help to
9 service?

10 A. No.

11 Q. Okay. Do you feel like you have the authority to ground an
12 aircraft if you feel it's necessary or unsafe?

13 A. Yes.

14 Q. With no fear of repercussion?

15 A. No (indiscernible).

16 MR. RIGSBY: I think I'm done.

17 DR. SEVILLIAN: Thank you, Matt.

18 Pocholo.

19 BY MR. CRUZ:

20 Q. Just a couple maintenance questions.

21 A. Okay.

22 Q. When you got your A&P were you working here and still getting
23 you're A&P or did you already have it?

24 A. I was working here while --

25 Q. Getting your A&P?

1 A. While getting my A&P. Correct. Yes.

2 Q. Okay.

3 A. Yes.

4 Q. When was the last time you worked on the accident helicopter?

5 A. Say that one more time?

6 Q. When was the last time you worked on the accident helicopter?

7 A. The 22nd of this month. I can't remember if it's a Tuesday

8 or Wednesday.

9 Q. Okay. And what was your task?

10 A. Our task one of the yaw actuators was not working. So we

11 removed that one and put in an overhauled yaw actuator.

12 Q. Okay. Any other non-routines associated with the one that

13 was accomplished at that time?

14 A. (No response.)

15 Q. Was it just you working on that helicopter, first of all?

16 A. No.

17 Q. Okay. Who else was working on it?

18 A. Adam.

19 Q. Okay. And were there any non-routines associated with the

20 scheduled work for that helicopter at the time that it came in?

21 A. No. Well, there was the landing light. I changed the

22 landing light, but as far as -- that was the only maintenance

23 done, was the landing light was changed and then the yaw

24 actuator --

25 Q. Okay.

1 A. -- was the only thing.

2 Q. Any MELs on the helicopter when it came in?

3 A. No.

4 MR. CRUZ: Okay. That's all I have.

5 DR. SEVILLIAN: Thanks, Pocholo.

6 Gregory.

7 MR. BORSARI: No, I'm going to defer because typically, just
8 so you know, when we go in and do a maintenance review and
9 everything, we like to complete the maintenance review --

10 MR. ACEVEDO: Okay.

11 MR. BORSARI: -- because, you know, we may see something and
12 want to come back. So if I have anything, I'll -- I'm going to
13 defer and come back at a later date.

14 MR. ACEVEDO: Okay.

15 MR. BORSARI: So I just wanted to listen in.

16 MR. ACEVEDO: Okay.

17 DR. SEVILLIAN: Thank you, sir.

18 Garret?

19 BY MR. DALTON:

20 Q. In the maintenance department do you guys have safety
21 meetings?

22 A. Yes.

23 Q. How often?

24 A. Every 2 weeks.

25 Q. When you were talking about Ara, would you say he was

1 generous?

2 A. Yes.

3 Q. Has he ever bought you tools?

4 A. He's -- he bought me a pneumatic drill that I haven't used
5 yet.

6 Q. Was that a surprise?

7 A. Yes, because he noticed that I was using Adam's and Ryan's
8 before he left. He noticed I was using theirs all the time and he
9 asked me if I had one. I said no; I don't have one. I plan on
10 getting one though. And then the next morning I came in it was
11 sitting on my -- one was sitting on my toolbox brand new.

12 MR. DALTON: Okay. That's all I have.

13 DR. SEVILLIAN: Okay. So that concludes the first round of
14 questioning. I'll start the second round.

15 MR. ACEVEDO: Okay.

16 BY DR. SEVILLIAN:

17 Q. You mentioned earlier about you flew with Ara on some
18 maintenance flight and I think it was from -- and picked up some
19 passengers from John Wayne Burbank, it wasn't a charter flight.
20 Did he ever speak with you about his interactions with VIPs?

21 A. No. He would never tell me what went on, what was said, how
22 it was done, who he was picking up. I mean, I know because I look
23 at the schedule just to see what's flying for the day and who's
24 flying for the day. But as far as him telling me, I don't -- he
25 wouldn't talk to me about it.

1 Q. Okay. Do you ever interact with the flight followers?

2 A. As far as?

3 Q. As if an aircraft is in maintenance, is there any
4 communication with the flight followers by any means as far as
5 needing to get the aircraft back out on the ramp, number of
6 passengers, et cetera?

7 A. I'm not quite sure what you mean by flight followers.

8 Q. So there's flight followers that work for Island Express, for
9 the company.

10 A. Okay.

11 Q. Do you ever have any interaction with the flight followers?

12 A. No. The only person I -- the only people I do interact with
13 is the people here at the hangar, which would be Adam, Garret,
14 Ara, who's usually here most of the time.

15 DR. SEVILLIAN: Okay. All right. That's all the questions I
16 had.

17 Fabian?

18 BY MR. SALAZAR:

19 Q. Just a few.

20 A. Okay.

21 Q. During the course of your day that you work here, how often
22 do you have to interact with the director of operations, Garret?

23 A. A few times. It would most likely be -- for me it would just
24 be asking -- he's asking me what I'm working on, how far I am from
25 -- how far along I am with whatever I'm working on, or it could

1 just be a, you know, a conversation amongst ourselves that's not
2 work related. If I'm taking a break or lunch or, you know, if I'm
3 speaking with Adam, he'll pop in and we'll, you know, discuss
4 what's going on. But that's about it.

5 Q. Let's talk about work.

6 A. Okay.

7 Q. You're out here in Long Beach, a lot of shops around here.
8 How satisfied are you with having the job that you have here at
9 Island Express?

10 A. I am completely satisfied. I consider myself one of the
11 lucky ones, because when you're first out of school or whatever
12 the case may be, you get your license, you usually don't start out
13 at one of these companies like this. So they trust me in doing my
14 job and I just hope that I've reciprocated that as far as doing
15 what I need to do. But I'm completely happy with where I am.

16 Q. Okay. You have -- there's another mechanic that works here
17 that or the other --

18 A. Outside of Adam and myself?

19 Q. Yeah.

20 A. No. We had a guy contracted, but he's not here.

21 Q. Okay. So it's just you and Adam then that are working in
22 this shop?

23 A. Yes.

24 Q. Okay. So splitting the workload, are you comfortable with
25 the amount of work that they give you? Do you ever feel

1 overstressed?

2 A. Major projects, yes, and I talk to Adam. I don't let -- I
3 don't go a day if I -- if I don't feel like I can perform a job,
4 I'll let him know like, hey, you know, I'm taking off for the day
5 or could you come help me with this. But if there is any overwork
6 or being stressed about it, I let Adam know. So there's -- I mean
7 there's been a few times where the long days, long hours, but
8 nothing I feel overly concerned about.

9 Q. Okay. One last technical question.

10 A. Okay.

11 Q. How many wraps per square inch or how many wraps per inch on
12 a safety wire?

13 A. Oh, man, 8 to 10, I believe.

14 Q. That's the number I think of. All right.

15 MR. SALAZAR: Thanks.

16 DR. SEVILLIAN: All right. Thanks, Fabian.

17 Matt?

18 MR. RIGSBY: Just a couple.

19 BY MR. RIGSBY:

20 Q. Your worked schedule; what is your work schedule?

21 A. Monday through Friday from 6 to 2:30, and then every other --
22 every 2 weekends on call.

23 Q. Okay. Are you on call past 2:30 on a normal day? I mean,
24 like if something happens, the aircraft breaks --

25 A. On a weekday?

1 Q. On a weekday or weekend.

2 A. Not necessarily on call, no.

3 Q. Okay. Have you been called in before --

4 A. Yes.

5 Q. -- for something like that? Okay.

6 MR. RIGSBY: That's it for me.

7 DR. SEVILLIAN: Okay. Thanks, Matt.

8 Pocholo.

9 MR. CRUZ: Nothing.

10 DR. SEVILLIAN: Gregory?

11 MR. BORSARI: Yeah, actually.

12 (Simultaneous conversation.)

13 BY MR. BORSARI:

14 Q. Talking about the accident helicopter specifically, ever have
15 to work on something that was a repeat item? In other words, you
16 worked on it, you fixed it, everything tested okay; helicopter
17 leaves, comes back, it's got the same problem.

18 A. Yes. Not -- I mean not right away it would be a problem, but
19 yes, I have.

20 Q. Okay. What would happen? What would happen next?

21 A. What do you mean?

22 Q. Well, how did you go about -- okay, it came back, still has
23 the same problem.

24 A. Um-hum.

25 Q. I don't know whatever, whatever the system is. How would you

1 go about troubleshooting it?

2 A. Well, for instance, that yaw actuator we just put it in, so I
3 think the helicopter flew 15 hours before it -- we put that yaw
4 actuator and then 15 hours later it just completely stopped
5 working. So we troubleshot the yaw actuator. We took the
6 accounting off, did some static tests as far as just seeing if it
7 worked. It didn't work. We removed it. Put the new one in or
8 the overhauled one in. Did the checks, and it worked. We did our
9 run-ups and everything checked out.

10 Q. And it worked (indiscernible)?

11 A. Well --

12 Q. Or it was --

13 A. It was, yeah.

14 Q. Okay. All right. Okay. Ever get called on the carpet or,
15 you know, either by the DOM or some -- pilot or somebody else,
16 saying, you know, you worked on it but it's not right?

17 A. A few times.

18 Q. Yeah. How did you feel?

19 A. I mean, you feel like okay, well, what is he seeing that
20 we're not seeing or what is he feeling that we're not doing. So
21 we take a look at it. and sometimes they're right and sometimes
22 they're wrong.

23 Q. Okay. All right. So, they're right, what do you do?

24 A. If they're right, then we take the aircraft down and we fix
25 what we need to fix. And if they're wrong, then I mean we try to

1 duplicate the issue and if it doesn't work -- I mean, and it's
2 working as it should, then we release the aircraft.

3 Q. Okay.

4 A. Do our write-ups on it.

5 Q. Do you get a chance to provide feedback that, hey, you know,
6 we looked at this and can't find anything, or does that go
7 through --

8 A. Yeah. I typically don't provide the feedback. Adam usually
9 does that.

10 Q. Okay. All right. Okay. Just curious, on the S-76, the
11 maintenance, what's the one task you don't like to do? There's
12 always something that --

13 A. The one task I personally are the bifilars on the main rotor
14 head, which are the anti-vibrational bifilars. Those things are
15 -- they're a pain to take off and they're a pain to put back on.
16 So those are -- that's my, one of my gripes with the S-76.

17 Q. Okay. You get assigned it?

18 A. Yes.

19 Q. Assigned to it and you got to do it?

20 A. Um-hum.

21 Q. Struggle through it? I mean, is it that difficult?

22 A. It's not that difficult, it's just going through it --
23 they're pretty heavy trying to get them up and down. So, as far
24 as doing the procedure itself, it's not a problem. It's just
25 putting them on and taking them off is the -- because they're a

1 little heavy.

2 Q. Okay. Explored any -- between you and Adam, have you
3 explored any ways of making it easier or safer? I mean, if it's
4 difficult, then it's, you know, kind of a risk.

5 A. Uh-huh.

6 Q. Have you explored maybe a better way of going about it?

7 A. The only way I can see -- I'm thinking about it, the only way
8 -- I mean we both know how it's done, but maybe having another
9 person up there, you know. But no, we haven't really -- I haven't
10 sat down with him and said hey, we need to do this and that.

11 Q. But if it was really bad enough, you'd be comfortable talking
12 to Adam about hey, we got to come up with a better plan?

13 A. Yes.

14 Q. Okay. All right. Some jobs are just tough.

15 A. Yeah.

16 Q. Yeah. Okay.

17 MR. BORSARI: All right. That's all I got.

18 DR. SEVILLIAN: Thanks, Greg.

19 Garret?

20 MR. DALTON: Yes.

21 BY MR. DALTON:

22 Q. Are you aware of maintenance fatigue policy at this company?

23 A. Yes.

24 Q. Could you discuss it maybe a little bit, or what you know of
25 it or where you would reference to find the information?

1 A. The -- it's in our maintenance practice manual.

2 Q. Okay.

3 A. Last time I checked, it was over 14 hours. A mechanic
4 couldn't work over 14 hours. And it needed a 2-day -- 2 days off
5 between -- I can't remember if it was like a week or --

6 Q. But you're aware --

7 A. Yeah, I'm aware. I know where to find it. I know where it
8 is. I know what the gist of it --

9 Q. Okay. Where would you find it?

10 A. Where would I find --

11 Q. Yeah.

12 A. In our maintenance practice manual.

13 Q. Okay. You mentioned sometimes on major projects that you may
14 find yourself getting a little bit stressed.

15 A. Yes.

16 Q. Have you ever, while working at this company as a mechanic,
17 reached out to management to say that you're maybe fatigued or
18 stressed and you feel like you can't do your job 100 percent and
19 that you needed time off; did that ever happen?

20 A. Yes.

21 Q. Can you expound it, discuss what happened?

22 A. Yes. I was doing a -- I did a daily on one of the Sikorskys,
23 the A model, and I didn't catch something that was obvious, and
24 the pilot behind me who did his pre-flight caught it. And I told
25 Adam that I don't -- I mean that's something I should have caught

1 and I didn't. So I don't believe -- I don't think I can -- I
2 don't trust myself. And Adam said, well, if you need to take time
3 off, take time off. And that very day I left and I took 2 days
4 off, and came back, and I -- I felt refreshed, but leading up to
5 that point it was just -- like I said, it was long hours going to
6 maintenance on the aircraft that was in the hangar for a while and
7 then trying to do it daily, it was just a little bit too --

8 Q. So you felt that Adam and management supported you?

9 A. Yes, 100 percent.

10 MR. DALTON: That's all I got.

11 DR. SEVILLIAN: Thanks, Garret.

12 Any other questions?

13 (No response.)

14 DR. SEVILLIAN: Okay. So appreciate you coming in. That
15 concludes the interview. Are there any questions that we should
16 have asked you that we didn't?

17 MR. ACEVEDO: No, I think you guys were very thorough,
18 covered everything that I expected. I didn't know what to expect,
19 but I expected some sort of a -- I expected, you know, what
20 transpired. So no, I --

21 DR. SEVILLIAN: Anyone else you'd like us to speak with?

22 MR. ACEVEDO: No. No, I can't think of anybody.

23 DR. SEVILLIAN: All right. Thank you.

24 Off the record.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

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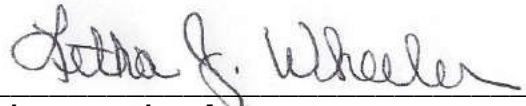
IN THE MATTER OF: SIKORSKY S76B HELICOPTER N72EX
 CRASH NEAR CALABASAS, CALIFORNIA,
 ON JANUARY 26, 2020
 Interview of David Acevedo

ACCIDENT NO.: DCA20MA059

PLACE: Long Beach, California

DATE: January 31, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
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Letha J. Wheeler
Transcriber