

DCA24LA034

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 1

Flight Crew Interview Transcripts

February 6, 2024

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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MINOR DAMAGE TO BOEING 717-200 *

AT THE KAHULUI AIRPORT IN MAUI, * Accident No.: DCA24LA034

HAWAII ON NOVEMBER 30, 2023 *

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Interview of: JOEL LETOTO, Captain

Hawaiian Airlines

via Microsoft Teams

Wednesday,
December 20, 2023

APPEARANCES

SHAWN ETCHER, Operational Factors Investigator
National Transportation Safety Board

DR. BILL BRAMBLE, Human Factors Investigator
National Transportation Safety Board

DAVID GERLACH,
Senior Aircraft and Space Accident Investigator
Manager, Office of Accident Investigation
Federal Aviation Administration

ANDREW EVERETT,
Director of Boeing Standards and 717 Captain
Hawaiian Airlines

ALAN POEPOE, Accident Investigator
Air Line Pilots Association
Hawaiian Airlines - 717 Pilot

RYAN T. IWASAKI, Pilot and Senior Safety Pilot
Flight Technical and Safety Division
Boeing

BRETT ECKELBERG, Senior Labor Relations Attorney
Air Line Pilots Association
Representative for Joel Letoto

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I N T E R V I E W

(1:30 p.m. CT)

MR. ETCHER: All right. Well, good afternoon. It is December 20th. It is 1330 local time here for me in Central Daylight Time -- or Central Time, and that would be 9:31 Hawaiian Time. My name is Shawn Etcher. I'm an operational factors investigator. All that means is I look forward -- look at everything forward of the cockpit door and how it interacts with the crew, things that work, things that don't. We're here because of the event that took place on November 30th over in Maui.

And, Captain, your -- because you were there, your expertise, your birds-eye view will help educate us. And I'm hoping you're willing to educate me as best you can. I know I'm a slow learner, but I hope the information you give me will help me understand. I always like to be the fly on your shoulder, if you will. I like to see and hear and just know everything you're doing and even if it's the smallest detail, it's okay, that helps me be there with you. So I appreciate you coming in and educating us.

Thankfully, I don't have to be very smart because I have a whole lot of great people to help me as well. I'm going to have them here in just a little bit and go around the room, virtual room here, and introduce themselves to you.

But I also want to let you know that as part of our process I'll be recording this interview. I will send the audio off to be transcribed. When that transcript comes back, we'll just correct

1 just the acronyms only. We won't change anything you say. Any
2 mistyped, misspelled words we'll adjust as well, but we will not
3 change a thing that you say. That transcript itself will become
4 part of the public docket when this case opens up; the audio will
5 not. But I just want to make sure that you're aware that we're
6 recording and are you okay with us recording and having this
7 transcribed?

8 MR. LETOTO: Yeah. Sure.

9 MR. ETCHER: Okay. Perfect. Well, as I said, I'm grateful
10 that I don't have to know everything because, well, that would be
11 really bad for all of us, but I have some great folks that are
12 educating me as well, subject matter experts, if you will. I'm
13 going to have them introduce themselves, and I will start with
14 Dr. Bramble.

15 DR. BRAMBLE: Yeah. Hi, Joe. My name's Bill Bramble, and
16 I'm a human performance investigator with NTSB. That means I look
17 at human factors and organizational factors and things like that.

18 MR. ETCHER: Thanks, Bill.

19 David, sir.

20 MR. GERLACH: All right. There it goes. Good morning.
21 David Gerlach. I'm the manager of the FAA Aviation accident
22 investigation and also a senior air and space safety accident
23 investigator.

24 MR. ETCHER: Thank you, David.

25 Mr. Andrew, sir.

1 MR. EVERETT: Morning, Joel. Morning, everybody. I am Drew
2 Everett, 717 captain and director of Boeing standards for
3 Hawaiian.

4 MR. ETCHER: Thank you, sir.

5 Mr. Ryan, sir.

6 MR. IWASAKI: Good morning, Joel. I'm Captain Ryan Iwasaki.
7 I'm a Boeing pilot and aviation air safety investigator with the
8 technical and safety division.

9 MR. ETCHER: Thank you, sir. And just for clarification,
10 Ryan, you are -- who is your affiliation with? I wasn't sure it
11 was captured.

12 MR. IWASAKI: I'm with Boeing.

13 MR. ETCHER: Thank you, sir.

14 And Mr. Alan, sir.

15 MR. POEPOE: Morning. Hey, Joel. Alan Poepoe, 717 captain.
16 I'm here as part of the ALPA aviation investigation team with
17 Ryan.

18 MR. ETCHER: So, Joel, that is everybody that's going to be
19 talking with you, interviewing you today, or I should actually say
20 more being educated by you today. But is there anybody that you
21 do not wish to be on this time with you? Is there anybody you
22 wish to exclude?

23 MR. LETOTO: No. This is fine.

24 MR. ETCHER: Okay. Perfect. Now as part of our regulations
25 you are entitled to a representative of your choosing. Do you

1 wish to have a representative with you?

2 MR. LETOTO: I believe Brett is my rep, so yes.

3 MR. ETCHER: Perfect.

4 And Brett, for the record, would you state your name and
5 affiliation?

6 MR. ECKELBERG: Yes. My name is Brett Eckelberg and I'm a
7 senior labor relations counsel for ALPA and Joel's representative
8 in this matter.

9 MR. ETCHER: Thank you very much.

10 So that's everybody on this recording. There's nobody
11 hiding, nothing like that, so it's just us. As I said, I hope to
12 be educated during this time, but I always have a few ground
13 rules. You got to expect that from people from the government,
14 right? We always have to have our rules. But just a few little
15 ground rules. If I ask a question, it's probably because it
16 sounded really good in my brain but it wasn't connected to my
17 mouth. So if it makes no sense to you, it's okay to ask for
18 clarification.

19 MR. LETOTO: Gotcha.

20 MR. ETCHER: I assure you, you give me an answer that I don't
21 quite understand, I'm going to ask for a little bit clarification
22 or whatever we need just so I can understand it. So don't
23 hesitate, if you need clarification, just ask.

24 There's no right or wrong answer. We just want to learn the
25 facts that we can. If you have an opinion, that's okay; state

1 your opinion, that's perfectly fine, just let us know it's an
2 opinion. There may be times I ask for your opinion or somebody,
3 so -- and that's okay. We'll try and preface it with, you know,
4 that it's an opinion and not a fact.

5 If you give an answer and then you realize, ooh, I didn't
6 really mean to say it that way, it's okay, just, you know, clarify
7 it for us, just let us know and that's perfect.

8 This is not a check ride by any stretch of the imagination;
9 it's an education for me. And so, you know, don't feel like you
10 have to have an answer for everything, because you don't. My most
11 important rule is always if you don't know an answer, I don't know
12 works perfect. So don't be afraid to say I don't know. That's
13 perfectly fine.

14 The very last rule I have is if you need a break, get a
15 drink, go to the restroom, confer with counsel, whatever, just say
16 so. We will take a break -- I'll just hit pause, take a break as
17 need be, and then we'll resume again, so don't hesitate. You're
18 the star for us, you're the head teacher here, so if you need a
19 break, just say so. I'll try and ask you throughout, but
20 sometimes I forget. So if you need a break, just say.

21 All right. Any questions or confusions before we get
22 started?

23 MR. LETOTO: No. Nothing yet.

24 MR. ETCHER: All right. Everybody ready? Thumbs up? I'll
25 go with yeah -- that's a lot of thumbs up. Everybody's awake on

1 this one.

2 INTERVIEW OF JOEL LETOTO

3 BY MR. ETCHER:

4 Q. I always start my first round of questions with usually the
5 toughest ones so we get those tough questions out of the way. The
6 first thing I always ask is can you -- for the record, can you
7 please state your name and spell your last?

8 A. Name is Joel Letoto. Last name is spelled L-e-t-o-t-o.

9 Q. Perfect. And what is your job title?

10 A. I'm a captain at Hawaiian Airlines.

11 Q. All righty. And a captain in what kind of aircraft?

12 A. A 717.

13 Q. Okay. Great. And how old are you?

14 A. I'm 29.

15 Q. All righty. What was your date of hire with Alaska -- I'm
16 sorry, Alaska, I'm thinking of the merger; my apologies -- with
17 Hawaiian?

18 A. Date of hire was June 1st, 2022.

19 Q. All righty. Perfect. So as a captain, I'm sure you have
20 lots of airman certificates and ratings. So could you please, for
21 the record, state what you have for FAA certificates and ratings?

22 A. I have a airline transport pilot license, and ratings that
23 I've had -- I have is 757, 767, and the DC-9, which is the 717 I
24 fly for Hawaiian Airlines.

25 Q. Perfect. Have you now or have you ever been a line check

1 airman?

2 A. No.

3 Q. Okay. Do you have a current medical?

4 A. Yes, I do.

5 Q. All right. And what class is that and when was it issued?

6 A. Yes, first class issued March of 2017, so -- well, actually
7 2023. Sorry, 2023, and then it's coming up in a few months.

8 Q. All righty. And any limitations or restrictions on that?

9 A. Just one, corrective lens on my left eye.

10 Q. And is that for cheaters, is that for distance, both?

11 A. That's for distance.

12 Q. Okay. And just for the record, were you wearing the
13 corrective lens for your eye at the time of the event?

14 A. Yes.

15 Q. All righty. Now the next few questions are usually the very
16 toughest, so we'll get those way out of the way. Approximately
17 how much total flight time do you have?

18 A. Roughly around 3300, I believe. Over 3,000.

19 Q. Okay. Perfect. And how much of that time is in the 717?

20 A. That would be 1200 or 1300 hours.

21 Q. Okay. Perfect. See, I told you these were the toughest
22 questions. They do start to get easier.

23 Have you ever been involved in an aircraft accident or
24 incident in the past?

25 A. Just one, and it involved -- it was last year, I believe, and

1 involved a ground incident.

2 Q. Okay. And was that while you were working at Hawaiian or was
3 that while you were flying on your own?

4 A. This was at Hawaiian.

5 Q. Okay. All righty. Excellent. So for the event flight -- I
6 know we're kind of skipping right there for just a second -- were
7 you the pilot -- were you going to be the pilot flying or the
8 pilot monitoring for that flight?

9 A. This will be the pilot flying.

10 Q. Okay. Perfect. And we'll come back to getting into the
11 details around that event here in a just a little bit, but I kind
12 of ease down into it so my brain can kind of start spooling up as
13 well. Let's talk about Hawaiian Airlines, the structure there, if
14 you will. What is your structure? Who do you report to?

15 A. I report to -- usually, you know, I report to the chief
16 pilot, so either Ian or Peter Clark, Ian Misaro and Peter Clark.

17 Q. Okay. And flying as you do, if you see a concern that you
18 have, any concern, whether it's ramp, in flight, issue with
19 dispatch, whatever, is there a process that you can bring your
20 supervisors or upper management, get them involved or at least
21 make them aware?

22 A. Not that I think. I mean, you have to be more specific on
23 that question.

24 Q. Sure.

25 A. Just kind of break it down, I guess.

1 Q. Sure. If while you're flying the line, if you have an
2 issue -- pick any issue you can think of. I mean, there's
3 numerous that can happen obviously --

4 A. Yeah.

5 Q. -- when you're flying the line. But if you see an issue, is
6 there some way you can draw that to your boss's attention or to
7 the people that can actually maybe make the change, you know, make
8 them aware of an issue you see?

9 A. Well, you know, there were issues that were brought up,
10 right, to management and then -- from my point of view, I never
11 brought up an issue. I know there are some issues that were
12 brought up, I mean, and management does reach out to kind of
13 rectify it a little bit. But as for me, I'm not sure -- I don't
14 really -- can't think of any issues right now.

15 Q. Okay. All right. But when those issues were brought up to
16 management, is there a formal process like a form to fill out, an
17 email to send in, a phone call to make? Is there a process that
18 you can bring people aware of?

19 A. Yeah. I mean, I'm not sure about any forms that we have, but
20 we definitely email Drew Everett of any issues that we have.

21 Q. Okay. All right. Perfect. In your time -- you know, with
22 all your time that you have with flying the 17 and all that, and
23 your time there at Hawaiian, have you ever felt any pressure to
24 get a flight out of the gate on time, complete a flight, anything
25 like that?

1 A. Not per se, no. I mean, if we push back and wait for some
2 fair reason, you just send a delay code. But I try not to rush it
3 at that point. If anything, I will and try to make up the time in
4 the air instead of the ground if we can, you know, with air
5 traffic controls, vectoring if traffic permits, and all that.

6 Q. Okay. But do you ever feel like when you -- let's say you
7 guys are late to the airplane or you're late pushing back and the
8 delay is because of you guys -- don't know if that happens or
9 not --

10 A. Yeah, I mean --

11 Q. -- but do you ever find -- I'm sorry.

12 A. Yeah, there's no pressure. Yeah, I don't feel pressure.

13 Q. All righty. Perfect. Can you refuse a flight if there's a
14 problem with the airplane or you just don't feel comfortable with
15 that flight, can you refuse it?

16 A. Yes.

17 Q. Have you ever had to do that?

18 A. No.

19 Q. Okay. All righty. Now I know you gave us all your
20 certificates and ratings and, you know, quite a few of them, but
21 could you be kind enough to just give me a nice Cliff Notes
22 version of you and your aviation history, how you started, how you
23 got here? Just kind of walk me through that.

24 A. So pretty much word of mouth. You know, I never planned on
25 being a pilot when I was younger. I mean, it was more just I kind

1 of stepped into that world after college, I went out and spoke to
2 a friend and then he said you should try it out and whatnot. So
3 intro flight was the first flight I've taken and that kind of just
4 jump started everything. So I've done everything, flying, all my
5 schooling, here in Hawaii, (indiscernible). And then I worked my
6 way up to 135 ops as a captain and then -- flying Caravans here in
7 the Islands and then instructing on the side as well at the same
8 time doing my (indiscernible). End up flying a 121, flying the
9 Boeing 757 across -- going out of Honolulu, flying Japan, you
10 know, Asian routes, Pacific routes, and then doing other stuff,
11 out to L.A., so --

12 Q. Okay. And flying that 75/76, was that with Hawaiian or was
13 that with another company?

14 A. It was another company.

15 Q. Okay. All righty. Perfect. Now let's kind of, if you will,
16 fast forward just a little bit to the day of the event. I'll put
17 my mic here on mute in just a second, but if you could kind of
18 walk me through wherever it's easiest for you start, whether it's
19 when you got up that morning at the hotel and you met the crew at
20 the airplane, just kind of walk me through everything you can
21 recall during that time until you guys came to that bump and then
22 that sudden stop, if you would. Just kind of walk me through
23 that.

24 A. Okay. So -- I can't remember what the report time was, but
25 departure time, you know, 6 a.m., so it was probably an hour prior

1 coming from Maui Hotel Courtyard by Marriott. Yeah, we got to the
2 plane on time. You know, actually we got to the plane earlier
3 than we were supposed to get there for our report time. And
4 everything was fine, you know, crew was all rested. I always ask
5 the crew, you know, how did you guys sleep? They give us a thumbs
6 up. Then I also ask my copilot, you know, even when I was a FO,
7 I'll ask the copilot or captain how they slept last night and, you
8 know, if they give a thumbs up, they're rested; thumbs down, you
9 know, probably after that get a cup of coffee or whatnot, kind of
10 talk to you a little bit, but --

11 And then we got to the plane. When we got to the plane we
12 had two MELs, minimum equipment list, items that were listed on
13 our flight plan. So while my FO did a walkaround and his
14 preflight, preflight and walkaround, I did my preflight first to
15 get that out of the way, and then I went to that, into the
16 manuals, got the MELs out for the two discrepancies that we had,
17 and also brought the FCOM out as well. Kind of just read over
18 some things that, you know, could be pertinent for operations of
19 that day. So I got it out, got it ready.

20 As far as other items, you know, I did work on some of the
21 box to help out the FO since I had a little bit of time, you know,
22 after I read the MELs and the FCOM. And then when he came back,
23 you know, I had him do his thing, check the box, then do his
24 flowchart, you know, turn off the aux pumps and the transfer pumps
25 for the hydraulics, and then do his flow inside the box whatever I

1 missed and whatnot.

2 Then when he was ready, you know, I asked him was he ready
3 and then I'll give you a quick brief or a rundown. It wasn't a
4 quick brief, it was a rundown on the MELs I expected. So the
5 first MEL was easy. It was a -- I believe it was a wing landing
6 light inop, I believe. So they stowed it locked, so we couldn't
7 extend it if we pushed it. So actually I told him to look out on,
8 I believe, the left wing, if there's any, you know, if there's any
9 tape or whatnot, just something that looks awkward, you know,
10 that -- or out of sense of a normal walkaround to, you know, look,
11 just to give you -- gave him a heads up that might be something
12 out there that he would see. But he came in, said it was nothing.
13 So I said, okay, all right, I just locked it.

14 And then went over the other MEL, which was auto abort system
15 inop, and that was we had to do a manual start pretty much. So,
16 yeah, I went over the checklist in the QRH, checklist in the -- of
17 the MEL first and a checklist of the QRH, and then we also we went
18 over there was an FCOM, which it pretty much, you know, what the
19 QRH was intending. So went over that, we briefed that, then on to
20 do the long checklist, got that out of the way.

21 At the same time we were boarding. You know, boarding was
22 good, very precise, and we're still waiting on the bottom, the
23 cargo hold to be loaded. So forward cargo and aft cargo were
24 stowed then at the time, maybe, roughly around 5 or 10 minutes
25 prior to departure. And we're still waiting on the tug, I

1 believe.

2 So while we're doing that, briefly briefing and then, you
3 know, just going over the weather as well because, you know, we
4 already knew the weather was going to be kind of dicey just
5 because the day before it was dicey far as, I guess, for lack of
6 better words, the weather is unusually in Hawaii. And so we knew
7 that the weather was going to be kind of the same as the day
8 prior. So we went over some of the weather that we expect on
9 departure. And, you know, when I also got the clearance, he did
10 say that -- clearance from air traffic control, air traffic
11 control said that stand by, we might have a runway switch in Maui.
12 And that was around the time, 6 a.m. local time was when the tower
13 opened. So we were delayed because downstairs was still loading
14 and we're still waiting on a tug.

15 So they said, okay, stand by, we might switch the runway. So
16 we're looking at the SIDs out of Maui. I mean, we done it the day
17 before, I believe, but we were both familiar with it, we just went
18 over it. And they had to switch out the box for us to kind of
19 accommodate that. Then we looked at, you know, Honolulu to see
20 how Honolulu was. Maybe they were (indiscernible). But I believe
21 when I looked at the METAR and got the ATIS from the box, Honolulu
22 was still running 4s and running 8s. So we're -- that was pretty
23 much a normal, you know, arrivals into Honolulu, expecting at
24 least normal arrivals into Honolulu.

25 So we loaded the box. We come off of runway 2-0 Maui,

1 Honolulu Airport, and fly the V4, then that transitions into 5
2 into Honolulu Airport 4-Right -- oh, no, actually 8-Left, I think.
3 Is that right? Sorry, no, 4-Right; 8-Left is closed, I believe.
4 But we got that, then we closed the cabin. Everything was closed
5 up top, we were still waiting on the bottom and they still had to
6 disconnect us from our -- auxiliary power unit was still, was
7 running and they still had us plugged in.

8 So we're waiting. Then at that point we were waiting on our
9 load manifest, just because we had to wait for the guys on bottom
10 to send it into load control. So waiting for that, waiting for
11 numbers, waiting for the ATC clearance. And then I believe -- and
12 I had the delay page on in our ACARS to be ready send, I remember
13 that was up. And then once we got the wrap, you know, we got the
14 tug, at the same time they give us the clear to disconnect, so we
15 disconnected -- clear to disconnect the external power and AC,
16 external AC. So we cleared -- again the clearance to disconnect,
17 unplug both the power cord and the AC hose. And then I started to
18 turn on the APU -- sorry, APU air and then the AC for the cabin
19 and cockpit.

20 And then 8 minutes has passed by and then we got the
21 clearance to push as well from air traffic control. My FO called
22 air traffic control and they gave us the clearance to push. And
23 then that's when we did the start checklist, of course pushing
24 back. And then -- I'm trying to remember what was next, if I
25 missed anything. Then, yeah, so for me with talking to ground

1 down and, you know, they -- they're in the tug, they're ready
2 for -- of course they're ready to push. And then I told them,
3 okay, we got the -- are you ready for brake release? So -- and
4 they say, yes, ready for brake release. So I said okay. Brakes
5 are released, clear to push, let us know when to start.

6 And then we pushed and I did -- so we did do the checklist,
7 right, for the manual start. You know, we went through the items
8 on the QRH. Then we got the engine started and of course it's
9 going to -- it's a longer start than normal. So we got clearance
10 to push, we're still starting, you know, the left engine. And
11 they got us back, push, and they said, okay, push -- let's see,
12 set your brakes, push, and then let us know when to disconnect
13 towbar. And I told them, okay, brakes are set, you have
14 permission to disconnect towbar.

15 And at the same time ATC was giving us the clearance as
16 well -- air traffic control was giving us the clearance and the
17 load control was sending us the numbers. So Keli'i, my FO, was,
18 you know, working the numbers, working with ATC, making sure, you
19 know, everything was loaded up in a box in the computer. I
20 finally got him to, you know -- okay, let's complete the
21 checklist. So we got the number 1 engine started and -- yeah, we
22 got the number 1 engine started, and so I went on ahead to start
23 the second engine. Or we completed the checklist for the number 1
24 engine as per the QRH and then went ahead start the second engine,
25 the right engine.

1 And of course, you know -- I'm not sure if I told ground crew
2 to stand by, but, I mean, they kind of -- they probably would have
3 noticed that we were starting the second engine at that point.
4 But, yeah, we got -- the second engine was starting up. It's a
5 little bit slower, you know, than the first engine. That's
6 just -- everything was going on, so I kind of just -- maybe I
7 thought it was a little bit slower than usual. But we got the
8 second engine to start and then I told them to disconnect
9 towbar -- or, I'm sorry, disconnect headset and show us the pin on
10 the lefthand side; have a good morning.

11 So did that. Just prior to that, we got ATC clearance for
12 Honolulu, we got -- the numbers were loaded in, and I seen the pin
13 on the lefthand side, and then -- I seen that vividly, and then
14 the tug. Now it was a dark and rainy day, or a dark morning and
15 raining, so I'm not sure if they see me or not, but at that point
16 I looked at my FO and said, okay, how's the checklist looking for
17 the QRH? Said we got done the QRH. Okay. ATC or air traffic
18 control gave us our clearance, so we're good with that. And again
19 I heard -- I was kind of multitasking hearing at the same time
20 while I was starting the engines, and I heard the squawk and -- so
21 clearance and a squawk, of course.

22 And then -- what was next? And then proceeded to do the
23 after start checklist. So I did my flow -- I'm sorry -- I did my
24 flow for the after start checklist and then proceeded to ask for
25 the after start checklist. So we did that, after start checklist,

1 and then got the clearance to taxi. So we got the taxi clearance
2 from air traffic control to taxi for 2-0. So instead of doing
3 a -- from our normal area, instead of doing a 180 for runway 2, we
4 had to go straight for taxiway Alpha off the -- taxiway Alpha.

5 And proceeded to turn on the taxi light and then proceeded to
6 taxi, and then that's when there was unusual feeling that the
7 plane, once we started taxiing, and then started bouncing and we
8 weren't moving. We were slammed forward. So, yeah, just unusual
9 feeling. And then I set the brakes and then I asked -- who did I
10 ask? I believe I told the FO to contact air traffic control
11 saying that we're not going to taxi, we might have an issue here.
12 So they cancelled our taxi clearance.

13 And then I went on the ground -- what's that called --
14 frequency 29 -- 129.3, and then I asked them, hey, can you contact
15 ramp to see if there's anything wrong, something wrong out there,
16 we had unusual, you know, feeling there. And then the next thing
17 you know, they said that -- or so they were checking that and then
18 that's when I opened up the cockpit window to check and see, and
19 then I seen a guy walking up. I believe it was either one of the
20 ramp guys or a maintenance guy. I believe it was a ramp guy
21 because he wasn't wearing a maintenance vest. So he said the tug
22 went under your plane and got slammed. I said, okay, oh, really?
23 Then -- yeah, I mean, then we started to contact the back, making
24 sure people remained seated in the meantime. And that's when I
25 gave ground a call, the trucks, the fire trucks, emergency trucks

1 to come to our plane.

2 And then -- yeah, then I guess we started just keeping in
3 touch with folks on the ramp through the frequency, folks in air
4 traffic -- or air traffic control through the ground frequency or
5 tower frequency. And then I would talk with the guys through the
6 window downstairs, including the mechanics, they came in. And
7 then other personnel came in.

8 Then, yeah, so at that time auxiliary -- power unit was off,
9 because that's part of our flow, our after start flow. And then
10 so they asked me to shut off the engines. So I went ahead and
11 shut off the engines because, you know, the -- I mean, there's an
12 incident out there, right? So I -- yeah, I just shut it off
13 without thinking. And then that's when the power tripped and then
14 I forgot to turn on auxiliary power unit, so I turned that on.
15 And then that's when it took about 2 minutes for it to power up.
16 And then that's when we got power to the aircraft without the
17 engines. And then the AC, the air power or the air -- AP,
18 auxiliary power unit air had come up. And so that's to the
19 bottom, then after the AP unit came up and then turned on the AC.

20 The ramp was telling us to turn off our auxiliary power unit,
21 so we did turn it off. Then the power went out and that's -- I
22 think they said that there was ground personnel out there and we
23 could turn the auxiliary power unit off. So we did that. Then
24 mechanics told us to turn it back on, so we turned it back on and
25 just left it. I didn't even touch it. And then that's when

1 they're giving updates, okay, we want to ask the mechanic to move
2 the plane and ask you to use the airstairs to get the passengers
3 off the plane.

4 And then that took about 10 minutes after they told me that,
5 which it felt longer, but -- my FO was really good at, you know,
6 making sure, hey, we're talking to the right people as well as
7 talking to the cabin crew in the back and doing our necessary PAs
8 for the passengers.

9 And then, you know, they got everybody off the plane, and
10 then eventually they got us off the plane. You know, we did call
11 the ALPA number that we had, so we were talking with ALPA reps
12 during that whole duration as well -- or with the off-boarding of
13 the people, deboarding of the passengers. And that's when we got
14 in contact with Brett, you know, to get the necessary personnel to
15 escort us to go do drug tests.

16 And then we did our drug test in Maui at Clinical Labs, I
17 believe. And then we got a first flight out after that or maybe
18 second flight out after we got drug-tested on Hawaiian to back,
19 come back here. And then came back home, did a debrief an hour
20 later when we got back, me and the FO with an ALPA rep, as well as
21 Hawaiian company reps. And then that's, and then that's the
22 rundown of what I can remember.

23 Q. Perfect. Thank you for the great detail. I mean, I have a
24 few questions just to help me kind of fill in the blanks because,
25 like I said, I like to be that fly on your wall, if you will.

1 A. Yes.

2 Q. I kind of want to see everything and hear everything. So
3 we'll start when you got to the airplane. You get on board, you
4 make your -- you know, put your stuff away, make your nest,
5 whatever you guys want to call it. And did you know before you
6 got on the plane that you had an MEL item or did you know --

7 A. Oh, yeah, well before, well before. So when we get the
8 flight plan, usually roughly around maybe 30, 35 minutes. On that
9 day I'm not sure, I can't remember. But I always pop it up and
10 the first thing I look at is the MEL, if there's any MELs, minimum
11 equipment list, on that plane. And then that's when I start, you
12 know, looking at -- so this is -- well, I think we got it in the
13 shuttle. No, sorry, we got it when I was still in the hotel room,
14 we got the flight plan, and then that's when I looked at it
15 because I just put it on to fly log when I got ready and I looked
16 at it in the shuttle. And then that's when I kind of just brought
17 up the minimum equipment list for the 717, get that ready. I
18 didn't read it in the shuttle. I was going to read it in the
19 plane, got that ready for me. I got my flight plan all ready and
20 the content that we use, the necessary manuals.

21 Q. Okay. Perfect. And so you get in the airplane, you make
22 your nest, you sit there. I assume you have an early morning flow
23 in the airplane as well, first flight of the day type flow?

24 A. Um-hum.

25 Q. Is it -- is yours separate from what the FO does or can

1 either one of you do --

2 A. Yes. So the FO does his flow first. So I let him do his
3 flow first so he can do the walkaround. So at that time I'm, you
4 know, writing some stuff on my pad, some -- you know, the fuel
5 that we need, the -- and then, you know, while he does that, I'm
6 doing that, he goes does the walkaround. Or I set the brakes for
7 him, so he can check the brake indicators on the main gears, and
8 then we have to do an op, and then I'll go ahead and do my flow
9 for a first start flow -- preflight, sorry, preflight start flow.

10 Q. Okay. And during your preflight start flow, whatever you
11 want to call it, was there any issues with the airplane besides
12 the two MEL items that you already discussed?

13 A. So the -- everything was normal, but there was one thing that
14 was kind of off. The start pump was on in the plane. So as like
15 I was looking at it for, you know, 2 seconds, you know, that -- I
16 don't think that's supposed to be on. So that's when I brought
17 out the FCOM, the manuals for the 717, and, yeah, it wasn't
18 supposed to be on. So I thought that, okay -- and I looked at the
19 checklist for the manual start and, yeah, it didn't indicate that
20 we needed it for the manual start checklist. You know, I kind of
21 just -- I figured that maintenance might have left it on, so I
22 turned it off. But other than that, everything was -- oh, and
23 then had the necessary placards for the MELs. Other than that,
24 the plane was where I needed it to be, the plane was where I
25 needed it.

1 Q. Okay. Perfect. Just because I don't know, is that typical
2 for Hawaiian planes that they -- to have MELs or are clean or does
3 it just kind of just depend?

4 A. I mean, it really depends. I mean, I've been lucky. Prior
5 to that flight, I've been lucky to not have any MELs on any of the
6 planes that I had. You know, from what I've heard other captains
7 have been getting, but -- you know, there's times where there will
8 be a whole list of planes that have MELs, just the ones that we
9 know about, you know, the usual ones that -- yeah, nothing out of
10 the ordinary. So -- yeah.

11 Q. Okay. Perfect. So let's walk through -- you know, you're
12 sitting in your seat, your FO comes in, gets his seat and gets
13 everything done, passengers are on board. You're a few minutes
14 late because the downstairs is still open. That gets all closed
15 up. Is there a point anywhere in there that you would actually
16 talk to the ramp, the pushback tug persons, or anything like that?

17 A. Yeah. Sorry, I forgot to mention that. So we did contact
18 ramp and ask them if they could bring a tug, you know, we're
19 about -- so we're buttoned up on the top, but we're still loading
20 on the bottom and still need a tug and about -- around that time
21 we need to push. So I did talk to them, so -- not, you know, I
22 wasn't trying to rush them, just, you know, let them know that
23 we're still missing the tug.

24 Q. All right. You get a tug finally. Was that before or after
25 they closed the downstairs up?

- 1 A. Around the same time.
- 2 Q. Okay. So you get a tug hooked up. Do they use headsets to
3 push back, hand signals? What do you guys use -- what did you
4 guys use that morning?
- 5 A. Sorry. What was that?
- 6 Q. My apologies. That morning, the morning of the event, do you
7 guys use a headset to communicate with your tug driver, hand
8 signals, or -- what did you guys use?
- 9 A. Headset.
- 10 Q. And the headset was pretty clear, no issues with the headset?
- 11 A. No issues.
- 12 Q. Okay. And while they're on a headset are you also on a
13 headset or are you doing it over the intercom system?
- 14 A. Yes. We're on a headset.
- 15 Q. Okay.
- 16 A. Me and the FO were both on the headset, yes.
- 17 Q. All right. Perfect. So they hook up. Do you guys do a mic
18 test, I assume? You know, I assume the ramp calls up and says,
19 hey, we're down here ready or --
- 20 A. Yeah. Yeah, that's pretty much the mic test, letting us
21 know. I usually call -- so we can see the tug in front of us, and
22 if I see a blue shirt in there, which is the ramp guy, I'll say,
23 hey, good morning. And he'll say, ground to cockpit.
- 24 Q. Okay.
- 25 A. Then we just go over the whole spiel, other, you know --

1 yeah, we -- that's how we do a mic test.

2 Q. All right. Perfect. And forgive me, I've not sat in a
3 Boeing 717 yet, but walk me through your visibility out the
4 windows, side and front? You said you could see the tug. Can you
5 see when they're hooked up to you?

6 A. Yeah. So when we're at the gate, I mean there's pretty good
7 lighting at the gate when we're parked, and you can see pretty
8 good even if it's, you know, rainy or dark, and the lighting's
9 pretty good coming down towards the plane. But yeah, you can see
10 it.

11 Q. Okay. How about looking out your side window, how's your
12 visibility out that? Obviously at the gate you've got the jet
13 bridge up to you so you have not a whole lot maybe. But when
14 you're disconnected from everything, how's your sight visibility?
15 Can you see your wing? Can you see the ground? Kind of walk me
16 through -- again, let me be that fly on your shoulder.

17 A. Not without opening the window. No, you can't really see the
18 wing.

19 Q. Okay.

20 A. Yeah.

21 Q. How about the ground? Can you see it from just sitting in
22 your seat like normal?

23 A. Probably be like a 45 to 50 degree angle from where we're
24 sitting. I mean, we can't look down, but -- straight down, but we
25 can kind of see it from an angle, a certain angle.

1 Q. Okay. All right. So we'll go back now to they check on,
2 they hook their headsets up, you're talking with the pushback
3 crew. Did you start engines -- and forgive me, I probably didn't
4 pick up on it when you told me, but did you start the engine that
5 needed the -- that had the deferral auto start, auto abort system,
6 did you start that at the gate or during pushback? Sorry if you
7 said it and I missed it.

8 Q. During pushback.

9 Q. Okay. So did you make the ramp aware that you guys were
10 doing a manual start versus an auto?

11 A. So, yeah, I told them that, you know, we're doing a manual
12 start so it might be a little bit longer than a usual start, just
13 to let you guys know.

14 Q. Okay. All righty. So your FO called air traffic control or
15 ramp tower or whomever he had to talk to, to get clearance to
16 push.

17 A. Yeah.

18 Q. No issue there, right, I -- or were there issues?

19 A. No, no issues.

20 Q. Okay. So you got the clearance. Do you verbally tell the
21 ramp clear to push or do you give them a hand sign, like brakes
22 released? What do you do?

23 A. Verbal. So the, excuse me, the terminology is cockpit to
24 ground. And they say, ground to cockpit. Are you guys ready for
25 brake release? And they'll say, okay, yeah, you can release

1 brakes. Okay, brakes are released, you are clear to push, let us
2 know when to start engines. And then that's when they push us
3 back. So we're talking to them.

4 Q. Okay. So they give you clearance to start your engine then?

5 A. Yes.

6 Q. Who does engine starts normally without deferrals?

7 A. Captain.

8 Q. Okay. And with the deferral, I assume the captain still does
9 it?

10 A. With the deferral he still does it, but he has the FO to back
11 him up with a checklist since it's kind of unusual start -- or not
12 unusual start, but an out of the usual way of starting the engine.
13 Yeah, there's a word for that, but --

14 Q. Have you ever had to do a manual start before? Has your auto
15 start, auto abort function has it been deferred before and you had
16 to manually start?

17 A. So in the sim we do the -- had to do that. On a line, I
18 believe I've done it once as FO. So I was FO at that time, I did
19 it once. But, I mean, that was like a very -- I was a bit ago.

20 Q. Okay. All righty. So they give you clearance to push while
21 you're pushing back.

22 A. Um-hum.

23 Q. Walk me through -- I know it's a manual start so it's
24 different, but kind of walk me through, since you're doing the
25 start, what are you looking at, what are you doing, kind of walk

1 me through so I -- again, I want to be that fly on your shoulder.

2 A. So essentially a manual start, you know, you have -- you
3 don't have you auto abort system, so you're going to have to
4 monitor every little thing generally closer since the system won't
5 abort on, you know, red lining, some other items as well. But
6 there's other items on the -- sorry, other items on the checklist
7 where, you know, you have to motor the engine or -- yeah, you have
8 to motor engine 19 percent N2 for 30 seconds. So we had timers
9 started. I believe he started his timer, too, so we have some
10 backup there.

11 And then I would abbreviate -- well, not abbreviate, I would
12 talk out, okay, you know, so we got our pressure, the N1 or the
13 N2 -- or, sorry, N2, okay, there's no 19 seconds, start the timer
14 for 30 seconds. As long as the EGT temperature gauge is below
15 150, it wouldn't start or introduce the fuel. And so everything
16 looked normal on that point. And then, okay, 30 seconds, got
17 below 150 -- over the 150 on the EGT, and then, then he'll then
18 push the engine fuel, he will (indiscernible). So that's what I
19 talked to the FO about, the start process.

20 Q. Okay. So during this time I assume, and please don't let me
21 assume anything incorrectly, I assume you're watching your gauges
22 to make sure everything's good?

23 A. Yeah.

24 Q. You're -- are you looking outside much or at all?

25 A. No, not at all.

- 1 Q. Okay.
- 2 A. Yeah, so I'm, you know, looking at the gauges, making sure
3 there's no red line, making sure, you know --
- 4 Q. Okay.
- 5 A. -- nothing out of the ordinary.
- 6 Q. All right. Now it's nice and early in the morning, 0600
7 departure or whatever, so it's probably a little dark. Do you
8 guys have any lights on inside the cockpit?
- 9 A. We do. We have the dome light and thunderstorm light.
- 10 Q. All right. So you do that just so it's easier to see all
11 your gauges and switches and everything or is there any other
12 reason?
- 13 A. We use it for the switches as well as the checklist, mainly
14 checklist and writing stuff down, but -- you know, yeah.
- 15 Q. All right. So you're running through the manual start.
16 You're still -- are you still being pushed back or have you
17 stopped the pushback?
- 18 A. So we're still -- so we're pushing back and we stopped and
19 pushed back and we're still starting.
- 20 Q. Okay.
- 21 A. You know, because that 30 seconds, right, takes quite a bit.
- 22 Q. So they stop during this process. Do they tell you, you
23 know -- do they give you anything other than we're stopping or do
24 they say set brakes or what -- what do you do when they're
25 stopping?

1 A. They say pushback is complete, please set brakes. And then I
2 wait, you know, for a couple seconds or a few seconds to make sure
3 that we're fully stopped and then I set the brakes and tell them,
4 okay, brakes are set, you're clear to disconnect towbar.

5 Q. And I'm sorry, that last little bit, what was that? I'm
6 sorry, my -- I had another noise in my other ear, so --

7 A. Disconnect towbar.

8 Q. Okay. All righty. And so the brakes are set, they're
9 disconnected, engine start on the number 1 is now finished?

10 A. Around roughly -- roughly maybe just a second, a few seconds
11 around after they did that, and then we went over the QRH
12 checklist to complete the engine for that. And then we went on
13 ahead to start the right engine, the number 2 engine. Of course,
14 everything took a little bit longer just because of the process
15 that we had to go through.

16 Q. So when you started the number 2 engine did you have to do it
17 manually, too, or was that auto function still operable?

18 A. So from what I've seen -- so, yeah, I did that one manual,
19 yeah. Sorry. To answer that, I did do it manual for the number 2
20 engine.

21 Q. Was that -- and forgive me, I'm not trying to trip you up or
22 anything, I just don't know. Was that the standard procedure for
23 that MEL or was it just, hey, we're already doing it manually,
24 let's do this one manually?

25 A. So, I mean, the auto abort system that was the MEL right

1 there and then, yeah, I mean, I just went on ahead and did a
2 manual start and did the right engine.

3 Q. Okay. All right. So while you're doing a manual start on
4 the right engine, the crew -- or the ground crew has disconnected
5 the towbar, I assume?

6 A. Yes.

7 Q. Do they let you know that the towbar is disconnected?

8 A. No, they will say towbar -- or no, so I will tell them brakes
9 are set, you are clear to disconnect towbar, and they'll say
10 they're disconnecting towbar. And that was about it, so --

11 Q. All righty. So they disconnected the towbar. What is the
12 next thing you notice from the pushback crew?

13 A. At that time I was still monitoring my gauges. Actually at
14 that time we were still receiving the load manifest from load
15 control as well as -- I think the air traffic control clearance
16 came around that time. So the FO was working on that, had to, you
17 know, get that in. So I assume both of our heads are down at the
18 same time. Then the engine, yeah, number 2 engine started. Then
19 that's when, yeah, I told them to disconnect the headset and show
20 the pin on the lefthand side.

21 Q. Okay. So while you're starting the number 2 engine you told
22 them to go ahead and disconnect the headset, correct?

23 A. I started the number 2 engine, then I told them to disconnect
24 the headset and show the pin on the left side.

25 Q. So once they're off the headset, and I assume that means all

1 your access panels and everything are closed up?

2 A. Um-hum.

3 Q. Do you look for any kind of hand signals or anything like
4 that?

5 A. Well, we -- so we say show us the pin on the lefthand side,
6 that's what we're looking for.

7 Q. Okay. And did they show you the pin?

8 A. They did, and I gave a salute.

9 Q. Okay. And can you give me just an approximation of where the
10 guy that -- the individual that showed you the pin, where he was
11 out your view, out your window? Was it out a ways so you can see
12 him? Was he up close? Kind of help me understand where you had
13 to look to find the pin.

14 A. So generally you do have to kind of lean a little bit towards
15 the window, you know, so you can get a clear view of the pin. But
16 the view would probably be maybe, roughly maybe 50 degrees from
17 your sight -- or not 50 degrees, sorry -- maybe like 10 o'clock
18 view, 11 o'clock view on the left side. Yeah, that's about where
19 they usually are.

20 Q. Okay. And again, just an approximation, are they 3 feet from
21 your airplane? Are they 50 feet from your airplane? Just kind of
22 help me understand typically where do you see them or even that
23 morning, where did you see them? Were they close up, out a ways?

24 A. If I can remember, I mean, probably like maybe 10 or maybe 15
25 feet or maybe 20 feet from the nose gear --

1 Q. Okay.

2 A. -- from the nose of the plane, so --

3 Q. All righty. And when you looked and you saw the pin, did you
4 happen to see the roof of the tug at all or any part of the tug
5 right there off your left side?

6 A. Yes.

7 Q. Is that a normal spot where you see that tug or was it a
8 different spot than normal?

9 A. It's the normal, normal spot, at least, yeah, for spotting
10 the tug.

11 Q. Okay. So he showed you the pin or they show you the pin, you
12 give a salute. Help me understand, is that the hand signal to say
13 everything is clear around the airplane, you guys are cleared to
14 taxi when ATC has you clear?

15 A. Yes.

16 Q. Okay. All righty. I'll have to let my brain mull around on
17 that just a little bit just so I can visualize it.

18 Was the ramp dark out there or was it really well lit?

19 A. From -- so from where we were at, just prior to taxi Alpha,
20 it was a little bit dark. You know, you really have to make sure
21 you look out for it to get it. And, you know, it helps that the
22 cockpit is not bright so you can actually look out to really --
23 yeah, everything was dark and rainy, so it made it even more
24 harder to see out there.

25 Q. Okay. And this will probably be my last question so my brain

1 kind of chew on a few things a little bit, but I'm sure everybody
2 else will have really good questions and clear up everything in my
3 brain. But you said you had the dome light on to help read
4 checklists and everything. With that dome light on does that
5 cause any kind of a hinderance to look out the windows when it's
6 dark?

7 A. Usually -- sorry -- usually it helps out the pin guy --
8 sorry, the ramp crew, if he looks to see you in the dark. You
9 know, so if it's dark and the lights off, you know, it's almost
10 hard to see unless you turn on some kind of spotlight, a map
11 light. But I turn it off on taxi out. That's when we usually --
12 so we get the taxi, then when we get proceed taxiing, I usually
13 just turn it off around taxi, after taxi clearance.

14 Q. Okay. Well, I lied just a little bit. Let me add one little
15 more question onto that. I just want to make sure I have it
16 clear. You leave the dome light on till you start to taxi out.
17 But does that dome light, from your guys' viewpoint, does that
18 hinder your visibility outside when it's dark and --

19 A. Yes.

20 Q. -- in this case, rainy?

21 A. Yes.

22 Q. With your experience, how hindering is it? Is it, oh, yeah,
23 I can't see, you know, half the distance or it's very hindering?
24 Just kind of help me understand how much of a hinderance it is in
25 your opinion.

1 A. Well, you know, your eyes are night -- your eyes are used to
2 the light, right, and you can't really see outside. So your eyes
3 need to adjust to darkness. So if you turn off the light,
4 actually it helps your eyes -- and I'm sure there's a scientific
5 word for that, but, you know, just for lack of -- general
6 information, it helps you kind of get used to dark and that helps
7 out when the dome light is not on.

8 MR. ETCHER: Okay. I told you that was probably my last
9 question, so I'll hold true this one round. No, I'm just kidding.
10 But I will let other people ask questions. They always ask the
11 really good questions. But before I do -- we've been going just
12 about an hour. Do you need a break? You doing okay?

13 MR. LETOTO: I'm doing good.

14 MR. ETCHER: Okay. Well, I'll keep checking in on you.

15 MR. LETOTO: Unless you guys need a break?

16 MR. ETCHER: Does anybody else need a break? I see nobody
17 begging for it, so we'll continue. But if you need a break,
18 remember, just say so.

19 But with that, Bill, do you have any questions, sir?

20 DR. BRAMBLE: Yeah.

21 BY DR. BRAMBLE:

22 Q. Hi, Joel, again. The previous ground incident or accident
23 that you mentioned, when was that and can you describe what
24 happened?

25 A. I don't know the date of it, but it was when a tug driver

1 pushed us into a gate -- a fence in Honolulu.

2 Q. I'm sorry. The audio quality is a little bit poor. Can you
3 say the second half of that sentence again?

4 A. So the -- it was when a tug driver pushed our plane into a
5 fence in Honolulu. Yeah, no the -- that was in a 717, Boeing 717,
6 in Hawaiian.

7 Q. Okay. Was it in 2022 or 2023?

8 A. I want to say -- I can't -- maybe '23? Yeah, in the
9 beginning of this year.

10 Q. Okay. And was that reported to the airline? Is the airline
11 aware of it?

12 A. Yes.

13 Q. Okay.

14 A. So they did their internal investigation, necessary
15 investigation. So we -- I was the FO at the time. And then the
16 captain and then I filed a report, of course. At the time it was
17 a ASAP. So we filed a ASAP report and then that was pretty much
18 it.

19 Q. Okay. In the previous company that you flew the 757/767
20 with, who was that?

21 A. Asia Pacific Airlines.

22 Q. And the landing light out on the left wing, forgive me, I
23 wasn't sure I got all the details, but that was MEL'd out of
24 service?

25 A. Yes.

1 Q. Okay. And does that landing light normally extend up so that
2 it can be displayed?

3 A. So, yeah, so it does -- so they extend and retract for the
4 landing light.

5 Q. Okay. And so you weren't using it that morning?

6 A. No. So it was stalled into its retracted position.

7 Q. Would that landing light normally have illuminated the ground
8 crew and the tug?

9 A. No. We don't use it until the clearance -- or the time we
10 turn it on is when we get the clearance for departure.

11 Q. Okay. You mean clearance to taxi or --

12 A. No, departure. We don't (indiscernible).

13 Q. So much later on?

14 A. Yeah, much later on.

15 Q. Okay. Okay. So you mentioned -- again, the audio quality
16 was a little bit poor so I couldn't catch everything, but you
17 mentioned that you said to the ground crew clear to disconnect, I
18 think, and they said -- or maybe they said that, and then
19 you -- somebody said stand by lefthand side, good morning?

20 A. No, no. So when we get the second, number 2 engine started,
21 we will contact ground and say, hey, we got two good engines or
22 two good starts, you're clear to disconnect headset and show us
23 the pin on the lefthand side.

24 Q. Okay. Cleared to disconnect, show us the pin on the lefthand
25 side. Okay. So that's what you say to them?

- 1 A. Yes.
- 2 Q. Okay. And then what did they do in response?
- 3 A. So they say, okay, disconnecting headset, we'll show you the
- 4 pin, you guys have a good flight. And then I'll clear headset,
- 5 yes, have a good morning.
- 6 Q. Okay.
- 7 A. And then that's when I need to hear the actual headset is
- 8 disconnected.
- 9 Q. Okay. Okay. So at that point you guys already had your
- 10 brake set?
- 11 A. Yes.
- 12 Q. Okay. So the only additional communication that was required
- 13 between you and the ground crew was for them to show you the pin,
- 14 and anything else?
- 15 A. No. Yeah, show us the pin, and then we give the salute and
- 16 then that's pretty much the verbal -- or the physical signal that
- 17 we give.
- 18 Q. They give you a salute and then you give a salute back?
- 19 A. No. So we gave a salute and then they gave a salute.
- 20 Q. Okay. So they show you the pin, you salute them and they
- 21 salute you?
- 22 A. Yes.
- 23 Q. Okay. Okay. And the person -- you saw the person, the
- 24 ground person salute you back, you said, and show you the pin?
- 25 A. Yeah. So I seen the pin, the salute, and then -- and the

1 tug, and then -- yeah, that's pretty much what I can see, visually
2 I can see.

3 Q. Okay. Was it a man or a woman that gave you the salute and
4 showed you the pin?

5 A. So it might -- so there's usually like two people there, the
6 tug driver and -- well, sometimes there's two and then sometimes
7 there's one. But I couldn't really see if it was a male or a
8 female, but I remember talking to a female.

9 Q. Okay. But you could see a figure out there?

10 A. Yes.

11 Q. Okay. And you -- and how far away were they from the
12 airplane, again? Do you have an idea?

13 A. Roughly between 10 to 20 feet. I mean, maybe 10, 15 feet.

14 Q. Okay. And relative to the tug where were they standing?

15 A. Usually it's closer. Yeah, it's usually closer.

16 Q. Okay. But on this particular occasion where were they
17 standing?

18 A. Closer. Yeah, they were standing closer.

19 Q. So they were like --

20 A. Or just the tug -- sorry, the tug --

21 Q. Between the tug and the airplane?

22 A. Yeah. So the tug was roughly maybe 7 feet, 8 feet compared
23 to 10 to 12 feet -- or 10 to 15 feet of the pin.

24 Q. Oh, okay. So the tug was in close like 7 to 8 feet from the
25 airplane and then the person with the pin was like on the other

1 side of it, away from there?

2 A. Yes. Yes.

3 Q. Okay. Okay. So you could see them standing on the other
4 side of the tug?

5 A. Yes.

6 Q. Okay. All right. And how did they display it?

7 A. With two hands, flat. So the -- with the actual pin would
8 hold it up kind of like a H.

9 Q. Like overhead, like this?

10 A. Over the head, yeah. Over the head, like H.

11 Q. Okay. Okay. So that's kind of like that's how they're
12 supposed to do it and it's a standard?

13 A. Yeah. That's usually how they're supposed to do it.

14 Q. Okay. And that's -- and they seemed to follow the procedure?

15 A. Yes. Yes.

16 Q. Okay. All right. So you guys got your drug test done
17 afterward and then -- and you've been informed about the results?

18 A. Not yet, not for the drug test.

19 Q. Okay. All right. And you mentioned a dome light and another
20 light. I couldn't catch what the other --

21 A. So the main light that we use is the dome light and that
22 pretty much lights up the whole cockpit, but there's another light
23 below the switch of the dome light that's the thunderstorm light,
24 which lights up the panels. It's just an additional light.
25 Sometimes we use it; sometimes it's off. It doesn't really -- the

1 dome light's the one that lights up the whole cockpit.

2 Q. Okay. So it's called a sun light?

3 A. A thunderstorm light.

4 Q. Oh, okay. Okay. All right. Great. So that helps me with
5 some of the details I couldn't understand earlier. With respect
6 to the FO, how familiar were you with him? Have you flown
7 together in the past?

8 A. Yes. We have.

9 Q. Do you recall how long ago your last flight with him was?

10 A. Probably maybe 2 months.

11 Q. Okay.

12 A. Two months prior, maybe it's only a month and a half. It was
13 my first flight off of IOE.

14 Q. Okay. And Shawn asked you who was PF for this flight and I
15 think you said that it was you; is that correct?

16 A. Yes.

17 Q. Okay. And the FO, how would you describe his proficiency?

18 A. Pretty good. So I was his instructor when he was doing his
19 general aviation license here in Honolulu, so I know him very
20 well. I mean, I'm definitely comfortable with him, flying with
21 him. You know, we flew the day before, too. Sorry, the last
22 flight we had was the day before --

23 Q. Okay.

24 A. -- and then before that was, yeah, the -- before that was, it
25 was about 2½ months ago when was off IOE. But he's proficient

1 and, you know, we -- he had a really good day the day before, you
2 know, a lot of weather going off everywhere in the state, so --

3 Q. Okay.

4 A. Sorry. Let me go back to your question for the pilot flying.
5 So we haven't discussed who would be the pilot flying yet, but
6 usually I will take the first leg of it and he knows that. So
7 just to clear that up.

8 Q. Okay. All right. Sorry. I'm just skipping things we've
9 already addressed here. Just be patient with me.

10 Okay. Did the FO seem alert that day?

11 A. Yeah, he did. I mean, so it was a bit saturated in spite of
12 the fact that we all -- you know, with MELs, air traffic control's
13 clearance and whatnot. But yeah, he was doing a really good job
14 with that.

15 Q. Okay. And did he seem relaxed when you met him, when you
16 first met him that morning?

17 A. Yes, he did. So he's comfortable flying with me and then I'm
18 comfortable flying with him, so we kind of had that kind of
19 camaraderie with each other and so, yeah, he was relaxed.

20 Q. Okay. And how familiar are you with the Maui airport? Do
21 you fly in there often?

22 A. I flew there ever since I started flying, started general
23 aviation flying. So as far as where everything is, I'm pretty
24 familiar.

25 Q. Okay. All right. And so I know you guys flew in there the

1 previous day. How long had it been do you think since you've
2 flown in there in the past? I mean, like within a week or two
3 or --

4 A. Probably within maybe a few days, if I remember.

5 Q. Okay.

6 A. Yeah, I had a whole line of flying in the first -- yeah, or
7 since -- so that was my last flight before vacation. So I was
8 going to go on a vacation, but I did fly quite a bit prior to
9 that.

10 Q. Okay. So given that you go into Maui airport pretty
11 regularly, were you familiar with the Hawaiian Airlines ground
12 crew there?

13 A. Yeah. I'm pretty familiar with them.

14 Q. Okay. Did you recognize the people that were out there
15 helping you that night -- or that morning?

16 A. So I didn't recognize them. I mean, it's hard to see the
17 face of the ground crew, but -- yeah, we don't have access to go
18 on the ramp in Maui so it's hard to kind of get a face to face
19 with the ramp crew. At other stations we can go downstairs, so I
20 usually do, do that, you know, go downstairs and I just talk to
21 them, see how everything's going, especially Honolulu, you know,
22 so -- I usually have a -- I wouldn't say a close relationship, but
23 I do know quite a bit of people since the time I've flown Hawaiian
24 on all the stations except Maui, since we don't have access to go
25 downstairs, go down to the ramp.

1 Q. Okay. So, I guess, based on what you're saying, you wouldn't
2 notice if this was sort of like a different set of people than
3 usual?

4 A. Not at all. No.

5 Q. Okay. All right. And did the ground crew activities that
6 morning, did they seem any different on that morning compared to
7 previous pushbacks?

8 A. You know, the tug is one of them. They usually have a tug
9 hooked up, usually, I mean, maybe 80, maybe 90 percent of the
10 time, they'll have a tug already connected when we got to the
11 plane. So, you know, we did get to the plane pretty early, so I
12 thought they would connect it, you know, a little bit later than
13 that. But, you know, they didn't connect the tug until a little
14 bit later, so I thought, well, they must be busy downstairs, short
15 staffed maybe. But that was the only unusual thing that --

16 Q. And parking the tug 7, 8 feet away from the airplane after
17 they disconnect, that's pretty normal?

18 A. You know, I'm not really good at measuring, but it's like
19 right there. I mean, if I had to put a number on it, yeah, that's
20 7 to 8 feet, but that's normal.

21 Q. Okay. So when you look down at the tug, you just see the --
22 do you just see like the roof of the cab or do you see the person
23 in there?

24 A. So I see the roof and sometimes the person if he, you know,
25 sticks his head through the window.

1 Q. Okay. Okay. Just skipping questions here. One sec. Okay.

2 Did they tell you the circle check was complete before pushback?

3 A. Yes. Yeah, sorry, yeah, that's one of the calls. So it
4 would be, cockpit to ground. And they said, hey, ground to
5 cockpit, circle check is complete, let us -- and ready to push,
6 let us -- or, yeah, circle check is complete and let us know when
7 you're ready to push. So that's their call. That
8 (indiscernible). And yeah, and they did say that. Sorry. They
9 did say that, to answer your question.

10 Q. Okay. And then did they tell -- I think you said this
11 already, but did they tell you, you were cleared to start engines?

12 A. Yes.

13 Q. And that happened during the pushback or before they started?

14 A. Whenever -- so after they started pushing back, whenever they
15 told us to -- for us to start engines. So that's after they
16 started pushing.

17 Q. Okay. Okay. So when they said pushback complete and -- they
18 directed you to set the brakes; is that right?

19 A. Yes. So pushback complete, please set brakes. Then I say,
20 brakes are set, you're clear to disconnect towbar.

21 Q. Okay. And then after that, you said clear to disconnect
22 headset?

23 A. So we started engines, we get, you know, a positive start on
24 both engines, we will -- and then I will go on the phone to them
25 and say, we got two good engine starts, you are cleared to

1 disconnect headset and show us the pin on the left side.

2 Q. I see. Okay. And when they displayed the pin to you, you
3 mentioned that you gave them a salute, although you said you
4 salute them first and then they salute you. But there's something
5 in the manual also about flashing the taxi light once. Is that
6 something that you guys normally do or not?

7 A. So, yeah, that's something that we usually do and I didn't do
8 that on that time. That's something I didn't forget to do, but I
9 think I was just so saturated in helping out the FO inside, you
10 know, with the numbers and clearance and whatnot or --

11 Q. Okay.

12 A. -- yeah, at that time, so --

13 Q. Okay. And so the load closeout that arrived, that came in --
14 well, just tell me if this is correct. So you pushed back, set
15 the brakes, and then you said cleared to disconnect towbar, and
16 then did the load closeout arrive after that or before that?

17 A. After. So around the time that we started to -- well after
18 that.

19 Q. Okay.

20 A. I believe around the time that we started doing -- starting
21 the number 2 engine.

22 Q. Okay.

23 A. That's when all those came back.

24 Q. Okay. Okay. So you're starting number 1, you -- they finish
25 the pushback, you put the brake on, you tell them to disconnect

1 the towbar. Number 1's still starting?

2 A. Yes.

3 Q. And then once you finish that, then you do number 2. And
4 then sometime after that, while number 2 was starting, you get the
5 load closeout?

6 A. Yes.

7 Q. Okay. And so then you're doing the numbers and that's when
8 they displayed the pin?

9 A. Around that time. I really can't recall. Yeah, around that
10 time.

11 Q. Okay. Okay. All right. So then before you taxi, did you
12 visually check the left side of the aircraft and announce clear
13 left?

14 A. So that one, I do usually do that. On that day, I think I
15 did say that, the left side clear, and then did the right side
16 clear visually. And then -- yeah, I mean, like I said, it was
17 kind of dark out there. I don't recall seeing anything on the
18 left side.

19 Q. Okay. So that was in -- let's see. That was a while later
20 after you saw the pin because -- I shouldn't be putting words in
21 your mouth. So was it a long time between the time you saw the
22 pin and the time that you began to taxi?

23 A. No. It was -- so, yeah, it was pretty normal. We had to do
24 the after start checklist, that's why. So I did my flow, got the
25 pin, then we had to do the after start checklist. And that

- 1 probably take us, you know --
- 2 Q. Okay.
- 3 A. -- at most 5 seconds, maybe 10 seconds, depending if we're
- 4 missing something.
- 5 Q. Okay. So you said -- you looked on the left side and said
- 6 clear left and the FO looked on the right side and said clear
- 7 right; is that correct?
- 8 A. Yes.
- 9 Q. Okay. All right. And do you remember if there was water on
- 10 the window?
- 11 A. Yeah, it was rainy, so we had to use the wipers.
- 12 Q. And do you remember when you looked -- when you were looking
- 13 left toward the terminal did you have any issues with bright
- 14 terminal lights sort of and glare making it difficult to see down
- 15 in the shadows or was that a factor?
- 16 A. I can't recall.
- 17 Q. Okay. Do you remember if the tug had any hazard lighting
- 18 like a flashing yellow light or an LED light bar?
- 19 A. I know they do, but I couldn't recall when I checked left if
- 20 I seen that.
- 21 Q. Okay. You're not sure if this particular tug did that
- 22 morning?
- 23 A. I want to say I did see it, but like I said I can't recall.
- 24 I want to say I did see it on the top --
- 25 Q. Okay.

- 1 A. -- prior to push -- or, sorry, when we got the push.
- 2 Q. When you got the push?
- 3 A. Yeah.
- 4 Q. Where do you they usually -- for these particular tugs, where
- 5 do they usually have the -- well, which type of lighting do they
- 6 have and where is it usually located on the tug?
- 7 A. Actually I can't recall.
- 8 Q. Okay. When you saluted the ground crew was the flight deck
- 9 dome light still on?
- 10 A. Yes.
- 11 Q. Okay. Okay. Okay. When you released the parking brake to
- 12 begin the taxi, is there a callout that goes along with that or
- 13 no?
- 14 A. No.
- 15 Q. Okay. And then who advanced the thrust levers?
- 16 A. The captain.
- 17 Q. Okay. And then for steering the 717, is that a captain-only
- 18 job because of how the steering works?
- 19 A. Captain. Yes.
- 20 Q. Okay. Were there any particular distractions that you can
- 21 recall occurring around the time you began to -- you released the
- 22 brake and advanced the thrust to begin the taxi?
- 23 A. Not that I can recall, no.
- 24 Q. All right, got that. Did you file an ASAP or an ASRS report
- 25 or an HSAP?

- 1 A. I did. Yes.
- 2 Q. All of them or just one?
- 3 A. I filed a HSAP.
- 4 Q. ASAP. Okay. A Hawaiian Airlines ASAP report?
- 5 A. HSAP, yeah.
- 6 Q. Or HSAP? Okay. All right. Are there any ways in which
- 7 company ground ops procedures could be improved to reduce the
- 8 likelihood of an accident like this? And, I mean, it's okay if
- 9 you can't think of anything, but I want to give you the
- 10 opportunity to share with us any ideas if you have them.
- 11 A. Just maybe position the tug a little bit further so --
- 12 because sometimes we would have to, you know, lift, just slightly
- 13 lift ourselves off the seat to check if there's anything right
- 14 there and -- or like with any obstructions. But maybe the only
- 15 one thing I can think of is have the tug positioned a lot farther
- 16 when they give us the salute or whatnot.
- 17 Q. Okay. So when they're that -- when they're 7, 8 feet or
- 18 whatnot, when they're close like they were this morning, you have
- 19 to kind of lift yourself up to be able to see it?
- 20 A. Yes. Like I said, I mean, I'm not like a metric guy, but,
- 21 you know, you have to lift up to see them I think right around 7
- 22 feet.
- 23 Q. Okay. But whatever the distance, you had to kind of raise up
- 24 to be able to look down and see it?
- 25 A. Yes.

1 Q. Okay. Okay. How do you -- how would you describe the
2 organizational safety culture at Hawaiian and their processes for
3 identifying and managing risks?

4 A. I think it's good. They, if they -- you know, they heed our
5 responses, meaning if somebody has a concern about a safety, a
6 real safety issue, you know, they will actually, you know, have a
7 plan of action, you know, to kind of reduce the risk of any
8 incidents or accidents. So I think it's really good, really good
9 here.

10 Q. Great. And have you had to report any safety issues? Or
11 have you reported any issues, I should say?

12 A. No, I haven't.

13 Q. Okay.

14 A. But just from what I've heard other guys, you know, I've
15 heard that the company does a really good job responding on those
16 reports that they file for a safety issue.

17 Q. Okay. All right. And have you been disciplined by Hawaiian
18 Airlines for your performance as a pilot at all like in the past?

19 A. No.

20 Q. Okay. And have you received any commendations from the
21 airline for your performance as a pilot or awards?

22 A. No, not that I recall.

23 Q. Okay. Have you been operating flights since the accident?

24 A. No.

25 Q. Okay. All right. Have you been made aware of any changes in

1 the company's airport operations or flight crew procedures since
2 the accident?

3 A. No, not that I recall.

4 Q. Okay. All right. The trip that you were on, was it
5 scheduled or reserve trip?

6 A. It was reserve.

7 Q. Okay. How does your reserve work?

8 A. So for that particular trip it was assigned to me the day
9 before. That's usually how they do it if they know there is a
10 open trip for a pilot. But for that specific trip, it was
11 assigned the day before.

12 Q. Okay. And did you choose to be on reserve or is it just
13 because you're low seniority, you had to work reserve or --

14 A. Low seniority so I had to work reserve.

15 Q. Okay. All right. So do you happen to have a copy of your
16 schedule handy that you can reference to remind yourself of the
17 previous couple of days, your work schedule?

18 A. Actually, let me refer back to that question.

19 Q. Okay.

20 A. I think I was on a bid. No, sorry, I was on reserve. Yeah,
21 I was on reserve that time. Can you repeat your question? Sorry.

22 Q. Yeah. So the next thing I'd like to do is, you know, for the
23 27th, 28th, 29th of November, if I can get an idea of basically
24 three things: Like when you woke up each day, when you went to
25 sleep, and then what hours you worked. That's kind of what I'm

1 going to be after next. And so I don't know if you have access to
2 like your flight record or your schedule from that?

3 A. I have access right now to my schedule.

4 Q. Oh, you do? Okay. Good. All right. So let's start with
5 the 30th. Do you recall when you woke up before you went to the
6 airport there at Maui?

7 A. I usually wake up -- on that day it was 4:45 a.m. Yeah, 4:45
8 a.m.

9 Q. Okay. And then the night before what time -- on the 29th,
10 what time do you think you went to sleep?

11 A. Roughly around 8:30 to 9.

12 Q. Okay. And then on that day the 29th, what time did you
13 report for duty and what time did you finish for the day?

14 A. On the 29th?

15 Q. Yeah.

16 A. So 5 a.m. was the report time on the 29th and I usually wake
17 up half an hour prior, so about 4:30, maybe 4:15, I woke up in the
18 morning.

19 Q. Okay. And then what time do you think you finished for the
20 day?

21 A. That one was noon, so 12:30. It was the time of arrival,
22 around that, 12:30.

23 Q. Okay. All right. So let's go to the 28th. What time do you
24 think you woke up and went to sleep that day and what time did you
25 report for duty and finish for the day?

1 A. So that day I was on reserve. On the 28th, I was on reserve.
2 I didn't get called that day or like get assigned a trip. I
3 woke -- I usually wake up around 5:30, 6 o'clock in the morning
4 and I'm waiting for a call. So on that day I was on reserve from
5 5 to 5. So I woke up roughly around 5, 5:30 on that day and I
6 didn't receive any call from scheduling, and then I just stayed
7 home pretty much the whole day until I ended my wrap at 5 p.m.
8 That's about it. So 5 p.m. was the end.

9 Q. Okay. Great. And so that evening on the 28th, what time do
10 you think you went to sleep that night?

11 A. That night -- I usually go to sleep around 9, 9:30. I can't
12 recall the specific time, but I know my body clock, so I go to
13 sleep at 9:30.

14 Q. Okay.

15 A. Especially if I know I have a trip early in the morning the
16 next day, I try to go to sleep around 9, 9:30.

17 Q. So sometime between 9 and 9:30, you think?

18 A. Yes.

19 Q. Okay. All right. So last day, the 27th, what was going on
20 that day?

21 A. I had a trip. It was the second day of a overnight pairing
22 in Hilo, and that day it was 5, 5 legs. We started -- reported at
23 5:25 a.m. and finished roughly around 12 noon.

24 Q. Okay. And estimate of when you might have woken up and gone
25 to sleep that day?

1 A. Can't recall. I mean, I usually sleep pretty good, so it was
2 about maybe half an hour prior to report -- or, sorry, prior to
3 (indiscernible) time. So maybe 4:30, around there.

4 Q. And then probably around 9, 9:30 at night?

5 A. Sleeping, yes.

6 Q. Okay. All right. Let's see. And on the 29th, I didn't -- I
7 don't think I got the number of legs that day. How many legs do
8 you fly?

9 A. 29th was five.

10 Q. Okay. And the day of the accident, the 30th, how many were
11 you supposed to fly that day, if you can recall?

12 A. I believe that was five, too.

13 Q. Okay. All right. So how did you feel rested on the morning
14 of the 30th -- or how well rested did you feel on the morning of
15 the 30th?

16 A. I think I felt good because, I mean, the beds over there are
17 a lot better than my bed at home, so I actually get good sleep in
18 hotels. So I felt like I slept pretty good.

19 Q. Okay. All right. And so you said you thought you probably
20 woke up around 4:45 or 5, and you went to bed the night before
21 around 8:30, 9 o'clock. So that means that -- yeah, so you had
22 like 8 to -- 8 hour, between 8 hours and 8 hours 45 minutes. So
23 you had a pretty good chunk of time there for sleeping. And you
24 felt your quality of sleep was good?

25 A. Um-hum.

1 Q. Okay. How much sleep per night do you normally need to feel
2 rested when you're off duty for an extended period of time and not
3 working?

4 A. I try to get 7, 8 hours.

5 Q. Okay. And was your work schedule in the week or so prior to
6 the accident, was it fairly typically or was it unusual?

7 A. No, just normal. It was pretty normal.

8 Q. Okay. When was your previous day off?

9 A. Day off before the incident or the accident?

10 Q. Um-hum.

11 A. Or are you talking about, sorry, before the accident?

12 A. Yeah, before the accident, when was the previous day that you
13 were free of any duty?

14 A. The 20- -- let's see. A portion of the 23rd -- or 24th,
15 sorry, 24th --

16 Q. 24th?

17 A. -- I was off, yeah.

18 Q. Okay. All right. And in the 72 hours before the accident
19 did you have any illnesses or injuries?

20 A. No.

21 Q. And did you take any medications, prescription or
22 nonprescription, in the 72 hours before the event that could have
23 affected your performance?

24 A. No.

25 Q. All right. All right. In the last year before the accident

1 did you have any major events in your -- with respect to your
2 health, your finances or your personal life that might have been
3 weighing on your mind the morning of the accident?

4 A. No.

5 Q. Okay.

6 DR. BRAMBLE: Okay. That's it for me. Thanks so much, Joel.

7 MR. LETOTO: Thank you.

8 MR. ETCHER: Thanks, Bill.

9 Joel, you doing good? You need a break?

10 MR. LETOTO: No. I should be good, unless you guys need a
11 break?

12 MR. ETCHER: I think we're good right now.

13 So, Mr. David, do you have any questions, sir?

14 MR. GERLACH: Hi, Shawn. Hi, Joel. Thank you very much.

15 Just a couple, and I'll be very brief, Joel. Thanks for
16 joining us.

17 BY MR. GERLACH:

18 Q. You mentioned something that maybe I heard it wrong, but you
19 said you don't have access to the ramp at one of the airports.

20 A. Yeah. So we need a escort to actually get through the door
21 to go down to the ramp, and that's how they do the walkaround.
22 You know, we got to ask the agent, customer service agent to open
23 the door for us and we can go downstairs.

24 Q. And the CSA, the customer service agent, actually walks
25 downstairs with you or they just open the door for you?

1 A. They just open the door.

2 Q. Okay. Gotcha. All right. That makes perfect sense then.
3 Thank you very much for that clarification.

4 So in the pushback you started the engines. Is there any
5 hurry for you as a captain to start the engines at pushback and
6 during pushback?

7 A. Just in a timely manner. You know, if -- sometimes ramp --
8 so ramp gives the clearance for us to start engines, right? And
9 if they feel like that there's a -- you know, it's not safe to
10 start the engines, sometimes in Honolulu they ask us to wait a
11 little bit, you know, whether it be obstructions behind us or
12 whether it be just easier for them after or the pushback, sorry,
13 easier for them for pushback, then usually they hold us off. But
14 out of Maui they usually give us the okay to start right off the
15 bat.

16 Q. Gotcha. So if you were to have a pushback without the
17 engines started, they park you, they disconnect the towbar, and
18 there's a longer period of time to get the engines started, would
19 you be blocking anybody? Is that an alleyway? Is that a taxiway?
20 Would ground be offended that you've spent too much time there?

21 A. No, as long as we're clear of taxiway Alpha, in regards to
22 Maui. As long as we're clear of taxiway Alpha, they'll be fine.
23 And then they do notify us to not block the taxiway for incoming
24 traffic or -- sorry, not taxiway, but a gate, not to block a gate
25 so that another company or another own company can park in that

1 gate. But other than that, as long as you get the clearance to
2 push, they know that you're there.

3 Q. Right. Okay. Thank you for that. Before your pushback, do
4 you have any kind of briefing between you and your first officer?

5 A. We do. So whenever a threat, so it's kind of like a threat-
6 based briefing. And the biggest one was the MEL, so the minimum
7 equipment list, item of auto abort system inop, and the weather as
8 well, that was another threat that we had. But, yeah, we usually
9 have a brief.

10 Q. Does that include anything to do with the pushback direction
11 or taxi?

12 A. In regards to a taxi, we haven't gotten that clearance yet,
13 so we don't know if we're going to taxi for 2-0 or taxi to runway
14 2, which is a 180 turn. So, you know, we haven't gotten the
15 clearance, let alone confirmed that the flight plan that we have
16 in my computer is the one that we're going actually fly until we
17 get the clearance. So we don't know which runway we're going to
18 use. But usually the normal ops over there is do that 180 turn to
19 runway 2. That's the majority of arrivals and departures in Maui.

20 Q. Is there a common departure procedure that you fly when you
21 leave?

22 A. Yes, the Maui 5. It's on runway 2.

23 Q. Okay.

24 A. Maui 5 departure.

25 Q. Do you all, when you brief your flight plan, do you just say

1 we're doing the Maui 5? Do you talk specifically about the Maui 5
2 or do you just go through waypoints on your FMS?

3 A. Well, we confirm. So, you know, when the FO would upload the
4 box, we would -- the captain or copilot would check, double-check
5 the box and make sure everything's all good to go. So that's
6 during our preflight phase.

7 Q. And then one last thing. On your pushback, when was the last
8 time you saw your tug and the tug driver? Do you recall?

9 A. Oh, the last thing?

10 Q. Yeah, the very last time you saw them.

11 A. When I got the pin.

12 Q. Okay. All right. Joel, thank you very much for your candor
13 and insights here for us.

14 MR. GERLACH: Shawn, those are all the questions I have.
15 Back to you.

16 MR. ETCHER: Thanks, David.

17 Andrew, do you got any questions, sir?

18 MR. EVERETT: Nothing for me. Thanks, Joel.

19 MR. ETCHER: Thank you.

20 Ryan, do you have any questions, sir?

21 MR. IWASAKI: Not at this time. Thank you.

22 MR. ETCHER: Thanks, Ryan.

23 Mr. Alan, sir, do you have any questions?

24 MR. POEPOE: No questions. Thanks.

25 MR. ETCHER: All right, Joel, you made it through round one,

1 so, phew, piece of cake, right? Round two is always quicker, but
2 before we start, do you need a break? Are you doing okay?

3 MR. LETOTO: I do need a 5-minute break to use the bathroom.

4 MR. ETCHER: Absolutely. Feel free. When you come back,
5 just turn your camera on and we'll get started.

6 And we'll go off the record at 16 past the hour.

7 (Off the record at 3:16 Central Time)

8 (On the record at 3:20 Central Time)

9 MR. ETCHER: All right. Back on the record at 1520 Central
10 Time.

11 Joel, like I said, round 2 is a whole lot quicker. You've
12 answered a ton of my questions and thankfully the time I had got
13 everything mulled around in my brain really helped, so I
14 appreciate that. I have a few questions. They're going to be
15 kind of -- I call them a little hodgepodge because there's no flow
16 to them. It's when somebody -- when you answered somebody's
17 question, it triggered something in my brain. So forgive me for
18 what appears to be a little hodgepodged.

19 BY MR. ETCHER:

20 Q. But the first question I'd love to know, how do you like
21 flying the 717?

22 A. Oh, it's fun. I love it.

23 Q. Oh, good. Very good. Sometimes people don't like the
24 airplanes they fly and they're looking to get out of it as quick
25 as they can. So it's always good when somebody likes their

1 airplane.

2 How soon do you think it'll be before you can hold a line? I
3 know reserve life is never fun, so --

4 A. I mean, our -- it's on and off, but like for this month I
5 would've -- I had a line, so I would've been flying on a line, but
6 next month I have reserve, but it's been kind of on and off. But
7 to actually hold a specific line, maybe, I don't know, it's not
8 too far from the guy that has it.

9 Q. So you're -- you can see the light at the end of the tunnel
10 at least. So that's good.

11 A. Yeah.

12 Q. On reserve how many days off are you guaranteed? Or are you
13 guaranteed any but the minimum?

14 A. Twelve.

15 Q. Twelve. Okay. Perfect. Not too bad then.

16 I know when we were talking, and I meant to ask while we were
17 talking, you had mentioned the weather was a bit dicey the day
18 prior and you thought today was going -- that day was going to be
19 a bit dicey as well. Just so I know -- maybe dicey to me is, you
20 know, flying half of the time inverted or at least it feels like
21 it. What's dicey to you feel like and what does that mean?

22 A. Low min, you know, airports were going down to low mins. You
23 got bad weather in between the channels from here to -- sorry,
24 from Maui to Big Island, I remember that was -- they had a huge
25 line of storms. And it was just kind of in all the channels, I

1 would say. You know, it had gotten to the point where I had to
2 sit the flight attendants or the cabin crew down for the duration
3 of the flight because it was just bad weather and, you know,
4 turbulent all over the place. So we did that on the last -- so
5 the first the leg they served -- so this is from the day before.
6 On the first leg they served and then the last four legs they
7 didn't serve because weather is really bad all over the place.
8 And it wasn't just one whole system. It was like systems in
9 between I was going to get around and deviate from. So that's how
10 bad it was, to kind of give you a reference of it.

11 Q. Okay. No, and that actually helps great. It kind of draws
12 me a picture that, in my brain, makes it a longer day because it's
13 not clear and blue when you'd be flying, so --

14 A. Yeah.

15 Q. All righty. And I know you said the day of the event you
16 guys were going to do five legs, the day prior you were going to
17 do five legs. Five legs in my brain seems like quite a few legs.
18 Is that a normal kind of day? Is that a light day? Is that a
19 heavy day for you guys?

20 A. It really depends on, I guess, the pilot, but for me it's a
21 normal day, you know. When it gets to maybe seven or six, that's
22 when it kind of gets like a little bit tiring. But five and five
23 I thought was perfect, so I was kind of glad that I got that off
24 the reserve.

25 Q. Okay. Excellent. Help me understand -- and I'm going to ask

1 for your opinion here. I know you said, you know, cleared to
2 disconnect when they push you back, you set your brake, they
3 unhook the towbar. Then they unhook the -- you said clear to
4 disconnect the headset, show pin off the left. Is there a reason
5 or what is -- in your opinion, why do you have them show the pin
6 off the left, why not off the nose? Just kind of help me
7 understand that.

8 A. It's hard to see. Yeah, it's harder to see them visually,
9 especially in the dark. It's easier just to like kind of just
10 look over my shoulder. Sometimes they're right there, but it's
11 hard to kind of look over the dashboard.

12 Q. Okay.

13 A. Yeah, it's easier. Sometimes I'll do on the nose just
14 like -- in Honolulu I'll do on the nose since there's another
15 taxiway coming in. That's kind of tight on the line, so some do
16 it on the nose. But when it's, you know, not busy it's on the
17 left.

18 Q. So is the side the pin gets shown on, is that -- whether it's
19 front or to the left, is that pilot's -- captain's discretion or
20 is there like a standard thing?

21 A. I guess the standard would be on the left just because you
22 can see it, you can see vividly where the pin is. It's hard to
23 look over the dashboard, especially for a lot of, you know,
24 captains that can't get their -- can't lift themselves up over the
25 dashboard.

1 Q. Okay. Now I'm going to ask you to go back a ways, back to
2 your FO days. So hopefully that won't drop you into the fetal
3 position, thinking of being an FO now that you're a captain. But
4 go back to the days when you were seated in the right seat and the
5 pin disconnect. Is it something that you as an FO had to rely on
6 your captain to make sure that they saw the pin or did the
7 captain, you know, verbally say I've got the pin, we've been
8 saluted? Or, you know, was there anything like that when you were
9 an FO?

10 A. So you want to confirm with the captain that he got it, you
11 know. So I guess -- yeah, he got the confirmation of the pin and
12 the tug and towbar, and that's pretty much visually, right?
13 Again, that guy would have to look over the dashboard, you know,
14 or the captain to see that the pin is -- or if any of those are
15 visible, you know.

16 Q. Okay. Did the ramp agents on the morning of the event, let's
17 go there, did they use a lighted wand at all when they were out
18 there?

19 A. I don't recall.

20 Q. Okay.

21 A. When they showed us the pin?

22 Q. When they showed you the pin, when they were, you know,
23 saluting you, anything?

24 A. Yeah, I don't recall.

25 Q. Okay. So considering the ramp is a little darker, it's

1 raining, you got your dome light on, how easy is it to actually
2 see that they actually have a pin? I know you said they hold it
3 up in an H fashion, which I assume you mean they hold a flag. But
4 do you look for the pin or the flag?

5 A. I look for the flag.

6 Q. Okay.

7 A. Yeah. And usually the flag is -- they usually have it in the
8 light of the tug. So, you know, like there's headlights of the
9 tug usually out there. They usually have a wand, too, but I can't
10 recall if I seen a wand. You know, it's kind of while back I saw
11 it.

12 Q. The headlights --

13 A. But (indiscernible) -- no, go head.

14 Q. Forgive me. Go ahead, please.

15 A. Sorry. I forgot what I was going to say. But, yeah, go
16 ahead.

17 Q. My apologies. But does the headlight of the tugs, does it
18 illuminate them well enough that you can easily see the flag or
19 even easily see the little pin? How well do those tug lights
20 illuminate?

21 A. The actual flag?

22 Q. Yeah.

23 A. I mean, the flag is red, so glaring off the bright red color,
24 you can see it, you know, vividly.

25 Q. Okay. On the morning of the event did the FO confirm with

1 you that you had a flag or did you give him any verbal like, yeah,
2 I see the flag, they just gave me the salute?

3 A. I can't recall. Yeah, I don't recall.

4 Q. And I know it's been 3 weeks ago. The flight details are
5 always hard to recall that long ago.

6 A. Yeah.

7 Q. I totally understand. It's all good. I want to be your eyes
8 for a moment. I know you said you, you know, you're getting ready
9 to taxi so you looked out your left to clear the left. I assume
10 the FO looks out the right and says, you know, clear right or
11 right's clear or whatever he would say. But what are you looking
12 for when you look to your left?

13 A. Just anything, you know. Anything from a tug, a, you know,
14 cart or whatever, you know, one of those cargo carts. Or, you
15 know, like a FOD, you know, I try to look for that. But, you
16 know, that night -- or, I mean, that morning it was really dark
17 and rainy, so I probably wouldn't have seen FOD, any FOD on the
18 ground unless there was like really good lighting. But that's
19 usually what I try to see.

20 Q. Okay. And forgive me for asking such an odd question, but
21 when you say you look for a tug, you mean you look for a tug
22 around you, looking for the tug that just pushed you back driving
23 back to the terminal?

24 A. Anything. Anything.

25 Q. Anything. Okay.

1 A. A tug, a cart. I don't know what those, those cart parts are
2 called, but just anything, you know.

3 Q. Okay. All righty. Now I know we talked about earlier how
4 this flight was leaving a little late because they were a little
5 delayed shutting the bottom up there for you. Did that put -- I
6 know pilots have a tendency to be very Type A, very on-time
7 oriented. Did that put any self-induced pressures on you like,
8 man, we're 8 minutes behind; I know it's a short flight, it's
9 going to be hard to make up that much time in the air, we got to
10 get moving? I mean, was there any self-induced pressure that you
11 can recall?

12 A. At that time I was -- so the day before, like you said --
13 like we discussed, the weather was pretty bad, and at that time,
14 you know, we were just trying to get the flight up, you know, as
15 safely as possible because there's no way we can make time in the
16 air with, you know, with the weather that we're dealing with. You
17 know, there was either going to be a deviation or -- from any
18 cloud buildups or whatnot. We can't go fast certain times because
19 of turbulence. So my thought process on that morning was just get
20 the plane up and then hopefully the weather gets better throughout
21 the day and then we can catch up on the time.

22 Q. All righty. On that morning when you got back to Honolulu
23 and you were supposed to go on flight number 2, did you have a
24 long turn, short turn in Honolulu?

25 A. On that -- after that leg, that first leg?

1 Q. Yeah. After you went from Maui to Honolulu, did you have a
2 long layover there or a short one, plane change, anything like
3 that that could run you further behind?

4 A. No, there was no plane swap. I think the sit time was around
5 40 minutes, if I can recall correctly, but it wasn't a long sit
6 time, like an hour or nothing. It was just kind of just -- it
7 seemed like a fast turn.

8 Q. Okay. All righty. I believe you said -- it might've been
9 with Bill, might've been with me, so forgive me, but after the
10 event and you stopped, you shut down the engine -- somebody told
11 you to shut down the engine, something to that effect. Do you
12 remember that?

13 A. Yeah. So the ramp guy had said there might be a fuel leak,
14 you might -- we need you to shut down your engine. So, I mean, I
15 was in shock, you know, at that point when we -- a little after he
16 told me, you know, to close that top wing or -- I forget what he
17 was saying, but, you know, fuel is leaking, you might need to shut
18 down the engine. So I just without hesitation, I shut it down.

19 Q. Okay. And I'm not trying to second guess, so please don't
20 take that -- and I know you just said it beautifully, you were in
21 shock. But you shut down the engine. Was there any discussion
22 between you and the FO because you might have maybe a fuel leak of
23 reaching out and having tower call ARFF at all?

24 A. I don't recall.

25 Q. Okay. And that's okay. I know it was -- it all happened

1 probably really quickly and the whole shock thing. I just was
2 trying to understand thought processes just so I can be clear on
3 that.

4 A. All I remember from that is we shut down engines full and
5 power went out. And then we had to turn on the auxiliary power
6 unit, so I turned that on. Two minutes after it came on, got the
7 power back, and I believe ground had already called the trucks to
8 roll in, fire trucks.

9 Q. Okay. Perfect. The last few little bit of questions I have
10 and then -- you can see the light at the end of the tunnel, you're
11 almost done with me, so breathe a sigh of relief. But let's talk
12 about your training just a little bit. First of all, how was your
13 upgrade training? When you moved from the right seat to the left
14 seat, how was that training? Did it get you ready for it, for
15 being a captain?

16 A. Really good. Yeah, I had, you know, I had really solid
17 instructors -- solid instructors, solid check airmen, you know.
18 The training was okay. You know, we had a short course training.
19 I thought it would've been too quick, you know, because it was a
20 short course versus shorter and long course, but it was perfect.
21 You know, I was kind of nervous going into upgrade training, but
22 it was perfect to the T, where it wasn't too much training or it
23 wasn't too little training. It was like a good amount of
24 training.

25 And in regards to all the evaluations I've been through, it

1 went pretty good. I mean, I got -- what's that called? The
2 instructors really set you up really, really good for your
3 evaluation exam. After the evaluation, the evaluator will you
4 give you feedback, positive feedback on your check ride or
5 whatnot. So I felt really good coming out of it. So I didn't
6 feel like I was missing anything or getting thrown in the fire. I
7 felt like, felt like, oh, this is -- actually I felt pretty
8 confident going in -- coming out of training.

9 Q. Okay. Excellent. That's great to hear. Although it was
10 short course, did they give you CRM training?

11 A. Yes. Yeah, during -- yeah, it was during a class before we
12 started sim, any systems or plane training. Yes.

13 Q. Okay. So with that CRM training, do they do it with just
14 pilots, do they bring in cabin crew, did they bring in
15 dispatchers, ramp crew? Who's all in your CRM training?

16 A. So you got the instructor, of course, a bunch of pilots from
17 all fleets in the same class. And they do bring in flight
18 attendants. They do, like just for a short, a little time to kind
19 of go over some issues that we see on the line that they wanted to
20 bring up for us. So that's pretty much the gist of the class.
21 And we go over scenarios, scenario-based exercises. And, yeah, it
22 was really good. I mean, I took that -- I did my recurrent
23 training maybe 2 or 3 months before I did my upgrade training, so
24 I went through the class just --

25 Q. Okay.

1 A. -- within a span of 3 months or 2 months.

2 Q. All right. So you have a lots of training and that's good.
3 I think the last question I have, and then I'll pass it on to Bill
4 again, during your upgrade training did you do any captain command
5 leadership training specifically because you were upgrading or was
6 it just the normal CRM type stuff or any -- any kind of
7 specialized training because you're, you know, becoming a captain?

8 A. I think it's integrated into our -- that full day of
9 training. So, yeah, we do have that leadership training.

10 Q. Okay. Perfect.

11 MR. ETCHER: Well, I thank you so much for educating me. I
12 told you that was my last one, so I'll be honest and hold true to
13 that. But let me go around the room.

14 Bill, any questions?

15 DR. BRAMBLE: Yeah, just two.

16 BY DR. BRAMBLE:

17 Q. The scenario-based CRM training, just to clarify, was that
18 during your recurrent that you mentioned you had 2 months ago or
19 during initial training or both?

20 A. Both.

21 Q. Okay.

22 A. So the same, it's the same format, class we have to take in
23 recurrent training and then they make you take it during upgrade
24 as well.

25 Q. Oh, okay. But the most recent one was recurrent?

1 A. No. The most recent one was the upgrade.

2 Q. Oh. Oh, okay. That was the one that was 2 months before
3 this accident?

4 A. Yes.

5 Q. Okay. Okay. And then you mentioned also that oftentimes the
6 flag is illuminated by the headlights of the tug when they display
7 it to you and so it makes it easier to see. Was that the case
8 this particular morning? Did they show it in the headlights while
9 they were showing it like an H or was it not in the headlights?

10 A. I can't remember. Yeah, I can't recall.

11 Q. Okay. All right.

12 DR. BRAMBLE: That's it for me. Thanks.

13 MR. ETCHER: Thanks, Bill.

14 David?

15 MR. GERLACH: I'm good. No more questions.

16 MR. ETCHER: All right. Thank you very much.

17 Andrew, sir?

18 MR. EVERETT: Nothing further from me.

19 MR. ETCHER: All right. Perfect.

20 Mr. Ryan?

21 BY MR. IWASAKI:

22 Q. Yeah, Joel, just going back to your training here. You
23 mentioned short course and a long course. Could you educate me
24 what the difference is and who determines what course the upgrades
25 go through?

1 A. Well, here, you know, if you've never flown the plane or,
2 sorry, if you never get typed in the plane or flown it or
3 timeframe -- I don't know what the timeframe is, or if you're
4 current in the plane, so let's say if you've jumped into plane and
5 then get training for that plane, a different plane than that.
6 Like if you've already --

7 Q. That makes sense.

8 A. Yeah. So if you --

9 Q. If you've already typed, you'd be going through a short
10 course?

11 A. Yeah. So if you're already typed and been on the plane and
12 you're just pretty much jumping from the right seat to the left
13 seat, then they make you take the short course. I'm not too sure
14 if the other seats have it, but I know that certain ones, that
15 they have that kind of short course.

16 Q. Okay. And my last question is, is your training competency
17 based or is it task oriented training?

18 A. I'm not sure. Yeah, I don't know what the parameters is for
19 that kind of --

20 Q. Have you heard about CBTA versus like a task oriented
21 training? I mean, if you haven't, that's --

22 A. Yeah, I mean, I don't want to say yes and, you know, give you
23 the wrong answer. Maybe, but, yeah, I don't know what the
24 parameters is for that kind of training, no.

25 Q. That's good. Thank you. No more questions.

1 A. Thank you.

2 MR. ETCHER: Thanks, Ryan.

3 Mr. Alan, do you have any questions, sir?

4 MR. POEPOE: Nothing from me.

5 MR. ETCHER: All right. Perfect.

6 Well, Joel, like I told you, that -- the second round is
7 always quicker and, as you can see, it really is quicker. But I
8 think I can say for everybody here thank you so much for educating
9 us, walking us through, letting us being in that cockpit with you.
10 You've really -- you've educated me a bunch. Our goal isn't to,
11 you know, say, oh, look what you guys did wrong, but our goal is
12 to keep this from ever happening again.

13 MR. LETOTO: Yes.

14 MR. ETCHER: Somebody may have a worse outcome than this ramp
15 agent did and we want to avoid that. So your honest answers today
16 and just giving us all the information really helped us understand
17 what you were looking at that day and that goes a long way to
18 helping us try to figure out ways of preventing this. So I think
19 I can say for everybody thank you so much for taking the time
20 today. I know it's in the morning out there and, you know, maybe
21 not as early as this flight was, but it's still -- it's morning
22 time. But I appreciate you taking the time, educating us.

23 But if nobody has any follow-on questions, I will call this
24 concluded at 1542 Central, which is 11:42 Hawaii time.

25 MR. LETOTO: I just have one more, one more thing --

1 (Whereupon, at 3:42 p.m. CT, the interview 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: MINOR DAMAGE TO BOEING 717-200
 AT THE KAHULUI AIRPORT IN MAUI,
 HAWAII ON NOVEMBER 30, 2023
 Interview of Joel Letoto

ACCIDENT NO.: DCA24LA034

PLACE: via Microsoft Teams

DATE: December 20, 2023

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.



Kay Maurer
Transcriber

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

MINOR DAMAGE TO BOEING 717-200

AT THE KAHULUI AIRPORT IN MAUI,

HAWAII, ON NOVEMBER 30, 2023

Accident No.: DCA24LA034

* * * * *

Interview of: HARRY "KELI'I" MAIKUI III, First Officer

Hawaiian Airlines

via Microsoft Teams

Wednesday,
December 20, 2023

APPEARANCES:

SHAWN ETCHER, Operational Factors Investigator
National Transportation Safety Board

DR. BILL BRAMBLE, Human Factors Investigator
National Transportation Safety Board

DAVID GERLACH,
Senior Aircraft and Space Accident Investigator
Manager, Office of Accident Investigation
Federal Aviation Administration

ANDREW EVERETT,
Director of Boeing Standards and 717 Captain
Hawaiian Airlines

ALAN POEPOE, Accident Investigator
Air Line Pilots Association
Hawaiian Airlines - 717 Pilot

RYAN T. IWASAKI, Pilot and Senior Safety Pilot
Flight Technical and Safety Division
Boeing

BRETT ECKELBERG, Senior Labor Relations Attorney
Air Line Pilots Association
Representative for Harry "Keil 1" Maikui III

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I N T E R V I E W

(10:37 a.m. CT)

MR. ETCHER: All right. Good morning. It is December 20th at 10:37 Central Time which is 6:37 Hawaiian Time. My name is Shawn Etcher. I'm an operational factors investigator with the NTSB.

My goal here is just to be educated by you on the events that occurred back on November 30th. In just a minute here, I will go around the room because I can't know everything. In fact, it would be really a bad thing if I tried to know everything. And I have some great experts here that's going to help with this investigation, and I'll have them introduce themselves as well for the recording. But I just want to let you know our goal here is just to learn so we can try and prevent this from happening again.

And I just want to go on to ask and let you know that we are recording this. This recording will be sent off for transcription. The transcription itself will be publicly available in the docket. The audio will not. And I want to make sure, are you okay with this, Keil í?

MR. MAIKUI: Yes, I'm okay with it.

MR. ETCHER: All right. Great. So thankfully we have parties to this investigation with great expertise. We're helped here by human factors professionals. I'll have him introduce himself here in a minute but we also have the FAA, Hawaiian Airlines, Boeing, ALPA will be joining us here momentarily. And I

1 will have each one of them introduce themselves, and we will start
2 with you, Dr. Bramble.

3 DR. BRAMBLE: Hi, I'm Bill Bramble. I'm a human performance
4 investigator here with NTSB, and I look at human factors and
5 organizational aspects in an accidents and incidents.

6 MR. ETCHER: Thanks, Bill. Mr. Gerlach.

7 MR. GERLACH: Good morning. David Gerlach, FAA, manager of
8 the Office of Accident Investigation. I'm also a senior aircraft
9 and space accident investigator.

10 MR. ETCHER: And, Mr. Everett.

11 MR. EVERETT: Good morning, everybody. I'm Drew Everett.
12 I'm a 717 captain and also the director of Boeing standards.

13 MR. ETCHER: Thank you. Ryan.

14 MR. IWASAKI: Greetings from Seattle. I'm Ryan. I'm a pilot
15 and accident investigator with Boeing's Flight Technical and
16 Safety Division.

17 MR. ETCHER: All right. Perfect. And, it looks like ALPA
18 were able to get on due to our technical difficulties with the
19 link I sent. So I'm glad you're here. Alan, we're just going
20 around the room and introducing ourselves. We've just got
21 started. We are being recorded, but for the transcriptionist and
22 for everybody else, could you please state your name and your
23 affiliation?

24 MR. POEPOE: I am the ALPA accident investigator. I am a
25 captain on the 717.

1 MR. ETCHER: Great. Thank you very much.

2 MR. ETCHER: Keil í, that is everybody that will be talking
3 with you today, interviewing you, asking questions. I always like
4 to say it's not really an interview. You're here to educate me.
5 So hopefully you'll -- I know it's early for you, but hopefully
6 you can educate me and enlighten me a lot. And, I greatly
7 appreciate that.

8 Is there anybody that introduced themselves to you that you
9 would rather not be present for these interviews?

10 MR. MAIKUI: No, they look good to me.

11 MR. ECKELBERG: Shawn, did you want me to introduce myself as
12 well for the record?

13 MR. ETCHER: I will here in just about 20 seconds.

14 MR. ECKELBERG: Okay. And also, I didn't catch Ryan's last
15 name.

16 MR. ETCHER: Okay. Ryan, could you say your last name
17 please?

18 MR. IWASAKI: It's Iwasaki. It's spelled I-w-a-s-a-k-i.

19 MR. ETCHER: Thanks, Ryan. And, Keil í, as part of our
20 regulations, you are entitled to one representative to be here
21 with you. Do you wish to have one?

22 MR. MAIKUI: Yeah, Brett.

23 MR. ETCHER: Okay. And, Brett, for the record would you
24 please state your name and your affiliation?

25 MR. ECKELBERG: My name's Brett Eckelberg, and I'm a senior

1 labor relations counsel for ALPA, and I have been designated as
2 Keil 1's representative.

3 MR. ETCHER: All right. Thank you very much. That is
4 everybody now that's on the recording. I just have a few rules
5 before we get started. I always start, by the way, with the
6 toughest questions first. I always have a few rules before we
7 start.

8 If I ask a question or anybody asks a question, feel free --
9 and you don't understand it, feel free to ask for clarification.
10 This is not a checkride. There's no right or wrong answer. We're
11 just -- we're trying to understand everything we can. So please,
12 feel free, if you need clarification, feel free to ask it.

13 Also if you give an answer and then you realize, ooh, that
14 wasn't exactly what I meant to say. That's okay. Just restate
15 it, let us know, just so we can make sure we get the right
16 information because I don't want to learn the wrong stuff from
17 you.

18 If you need a break, more coffee, which I know I'll need more
19 coffee for sure, but if you need a break, just say so. We're
20 happy to take breaks. We just pause the recording to take breaks.
21 When we're all back, we start it back up again. So it's not an
22 issue.

23 The most important question I always tell people, if you
24 don't know an answer, I don't know, works just find. Again, it's
25 not a checkride. So don't think -- as a pilot, I always thought

1 every time somebody asked me a question, it was like a checkride.
2 I had to have the right answer. It's not. We just -- we like
3 facts, but if you have an opinion, let us know that, too. But if
4 you don't know an answer, I don't know is beautiful. All righty.

5 MR. MAIKUI: Okay. Thank you.

6 MR. ETCHER: Any questions before we get started?

7 MR. MAIKUI: No, sir.

8 MR. ETCHER: All right. Is everybody ready? Thumbs up, nod
9 a head, whatever works for you. Excellent.

10 And as I said early on, Keil 1, I apologize. I should have
11 put this in my notes. There's two rounds. The first round is
12 always long. We ask lots of questions. The second round is a lot
13 shorter. So don't think when you get through the first round, oh,
14 golly, that 5 hour interview and now 5 more hours going. Don't
15 think that. It's a whole lot short than that, all righty.

16 MR. MAIKUI: Okay.

17 MR. ETCHER: And don't worry, I'm not expecting 5 hours here.

18 INTERVIEW OF HARRY "KELI'I" MAIKUI III

19 BY MR. ETCHER:

20 Q. All right. Well, like I said, I always start with the
21 toughest questions -- group of questions first. For the record,
22 could you please state your name?

23 A. Yes. Harry Keliiahomalu Maikui III.

24 Q. And can you spell your last?

25 A. M-a-i-k-u-i.

1 Q. All righty. And what is your job title?

2 A. First Officer with Hawaiian Airlines on the Boeing 717.

3 Q. Excellent. And, what is your date of hire with Hawaiian?

4 A. April 18th, 2023.

5 Q. Congratulations.

6 A. Thank you very much.

7 Q. It's good to be at the Airlines.

8 A. It's a dream come true to be there.

9 Q. I'll bet it is. Excellent. So, to be an FO, you obviously
10 have to have some certificates and ratings. So what airman
11 certificates and ratings do you currently hold?

12 A. The CL-65, which is like the CRJs and the DC-9 which is the
13 Boeing 717 are the two type ratings I have.

14 Q. All right. And this is the toughest question for every pilot
15 anyway, or at least one of the toughest, can you give me a
16 ballpark on your total flying time?

17 A. Ballpark, like 2,000 hours.

18 Q. Of total time?

19 A. Total time.

20 Q. Okay.

21 A. Yes.

22 Q. And this is usually the toughest question. How much total
23 time do you have in this case, the Boeing 717?

24 A. I believe I last looked it up, around -- just off the top of
25 my head, like 233.

1 Q. Okay. Perfect. See, those are the toughest questions. They
2 get easier now. So usually it's the math that always gets me. So
3 you answered those perfectly. Do you currently hold a current
4 medical certificate with the FAA?

5 A. Yeah. It just expired my first class. I have a first class
6 -- it just expired on the 30th of November actually.

7 Q. Okay. Any limitations or waivers with that?

8 A. No, sir, (indiscernible).

9 Q. You're a lucky guy then. Keep it up. And what is your age?

10 A. 35, 35 years old.

11 Q. Perfect. All right. This is the toughest question. I
12 always hate to ask, but we always ask it. Have you ever been
13 involved with an accident or incident in the past?

14 A. No, sir.

15 Q. All right. So I'm going to hit myself on mute here. If you
16 could, just give us a nice cliff notes version of yourself, kind
17 of aviation history, how you started, where you've been, that kind
18 of stuff.

19 A. Okay. I started over on the ramp at Honolulu Airport working
20 with Kamaka Air. Worked my way up. Became a captain. Worked my
21 way up to 1500 and then got hired at Mesa Airlines, and I was
22 based out in Phoenix, Arizona, Sky Harbor. Flew over there for
23 almost a year and was super fortunate enough, April to -- this
24 past April 2023 to get hired at Hawaiian Airlines and become a
25 first officer.

1 Q. Excellent. I appreciate that. All right. So, we're going
2 to start -- if you will, kind of start delving in just a little
3 bit, you know, kind of easing into the event day itself, but in
4 doing so, I kind of want to understand the structure, if you will,
5 at Hawaiian. Who do you report to? Who is in your chain of
6 command, that kind of information?

7 A. It's going to be two people. Usually it's going to be Ian
8 Misaro and Peter Clark, our chief pilot.

9 Q. Okay. Are they both chief pilots?

10 A. Ian's like a -- Ian's a personnel -- he's not a chief pilot.
11 Andrew, if you could back me up on exactly what Ian's position is.
12 He's like one of the managers.

13 MR. EVERETT: Ian's an assistant systems chief pilot, and he
14 works with Peter Clark on the personnel side. And then Ed
15 Yamamoto is the standards chief pilot on the operational side.

16 MR. ETCHER: All right. Thank you, Andrew.

17 BY MR. ETCHER:

18 Q. Perfect. All righty. I know you haven't been at Hawaiian
19 forever. So you probably don't know all the ins and outs maybe.
20 It always comes with experience. But if you have a concern with
21 anything, is there a way that you can report that to the chain of
22 command, you know, to make them aware of it that you're aware of?

23 A. Yeah. We could -- if we have a concern or a question, we can
24 shoot it through ALPA, like our DART Program that we have, or just
25 email our chief pilot. They're personal -- like personable like

1 that. They answer us via email or we'll just -- if it's like
2 that, if we need to go that high up.

3 Q. Okay. And I'm sorry. You said the ALPA program. Was it --
4 did you say DART.

5 A. DART. DART Program.

6 Q. Okay.

7 A. So like if you have any kind of questions or concerns, you
8 just shoot a DART out to them and then they -- one of the, one of
9 the volunteers will get back to you with an answer.

10 Q. Okay. Have you ever had to use the DART Program during your
11 time here at Hawaiian?

12 A. I used it once I believe.

13 Q. Cool.

14 A. Yeah. I had a question. Yeah, it was just a question of
15 medical, that was it.

16 Q. Okay. Have you ever had to email your chief pilots about a
17 question?

18 A. I have not.

19 Q. Okay. No worries. It's always good and bad I guess, but
20 it's good that you haven't had to. So, I know pilots like to
21 avoid chief pilots as much as we can. I understand that.

22 A. Yeah.

23 Q. All righty. Have you ever felt any pressure to complete a
24 flight, you know, like, oh, we've got to get this thing off the
25 gate immediately. We've got to get this flight done no matter

1 what. Have you ever felt any of that kind of pressure in your
2 time here?

3 A. No, no pressure like that as far as having to feel rushed.

4 Q. Okay. All righty. Have you yourself every refused a flight?

5 A. No.

6 Q. Okay.

7 A. I have not.

8 Q. Perfect. So now, let's kind of get into the day of the event
9 if you will, kind of -- I've got a nice structure of how
10 everything works there. If we could kind of get into the day of
11 the event, and I'll mute again, but if you can start wherever it's
12 easiest for you to remember, whether it's when you woke up that
13 morning, arrived at the airport, pushback, whatever, just kind of
14 walk me through -- walk us through the events leading up to your
15 pushback if you will.

16 A. Yeah. We all met down at the lobby in the morning, got into
17 the shuttle. It was a normal day, like any other day. There was
18 nothing abnormal about how the day started. We all knew what the
19 day was like because of the days prior hasn't been that good
20 weatherwise. So just talked about the weather as we're in the
21 shuttle and any turbulence that we potentially might have
22 encountered throughout the day. Went to the -- got dropped off by
23 the shuttle, went to -- walked through security, went through the
24 gate. We all just had our own roles to do, you know, as far as a
25 preflight check. And discussed, you know, just reiterating about

1 the day, like just making sure that the flight attendants know
2 that, you know, they might not get out to do serve or things along
3 those lines.

4 Everything was normal. I did my preflight. I went out to go
5 walk around outside the aircraft, do my inspection, physical
6 inspection. Came back in, finished off the preflight. And then
7 -- yeah, I was getting all the necessary information for us to get
8 our first flight on. So I picked up the ATIS clearance and
9 whatnot. We got loaded a few minutes before our actual pushback
10 time. So that was all good. All the passengers were in. The
11 thing that was holding us up a little bit was downstairs, they
12 were taking a little long to load the cargo.

13 So everything was good. Right before we were about to
14 pushback, tower changed the runway. So I needed a new clearance,
15 a new departure clearance. They changed it up on us. So he was
16 giving me that information. I was able to get that down. We
17 pushed back. I was checking and verifying our weight and balance,
18 our numbers on board and, you know, what our flap setting would
19 be.

20 Oh, we have to run, we have to run -- we have MEL. We have
21 to run a manual engine start. So that's what we did prior, yeah,
22 in order to start the pushback. We let the tower know, you know,
23 that we had to do a manual start. Pushed back. I remember the
24 brakes being set. I was -- my head was down. After we did the
25 manual start, the brakes were set, I was printing out the papers,

1 checking the numbers. And then, you know, we did -- after
2 everything was good, I believe we did the after start checks which
3 I ran from the top to the bottom and asked tower for clearance, to
4 taxi which he gave us to the new runway assignment. And we went
5 to push forward and then there was like a tug that happened which
6 didn't feel normal. So we stopped the plane immediately and then
7 that's when things kind of happened as far as I can remember.

8 Q. Okay. Perfect. No, I appreciate that. I've got some
9 questions if you will. We'll kind of go back and kind come
10 through it and maybe some of these other folks will have questions
11 when it's their turn as well. But let's go back a little bit to,
12 you met in the lobby. What times was your report time that
13 morning? Do you recall?

14 A. Shucks. I don't know. Like 5:15 maybe.

15 Q. Okay. All righty. Were you on any reduced rest time or was
16 it a normal layover time?

17 A. No, that's usually normal. You can't -- you do the first
18 flight out of wherever you had a layover.

19 Q. Okay.

20 A. So that was nothing out of the ordinary.

21 Q. Okay. And, was this day 2, day 3, day 4? What day of a trip
22 was it?

23 A. Day 2.

24 Q. And how long was the trip? Was it just a 2 day? Was it a 3
25 or 4 day?

1 A. Yeah, it was a 2 day trip.

2 Q. Okay. All righty. So you met in the lobby for your trip,
3 and you said the day before, and please, never let me put words in
4 your mouth, but I believe you said the day before the weather
5 wasn't so good. How was the weather that morning?

6 A. It was a little better. A lot of the -- it was a little
7 better than it was the day before, but it was still -- it was
8 rainy.

9 Q. Okay. So it was like rain showers, thunderstorms,
10 hurricanes?

11 A. Not hurricanes, not thunder storms -- just, yeah, like I'd
12 say pretty heavy rain showers.

13 Q. Okay. Perfect. All right. So you guys get to the airport,
14 get through security, get to the gate. You get on board the
15 aircraft. So when you get on board, and I'm talking from your
16 perspective, do you just park your bags in the jet bridge and go
17 down and do your walk around or do you always --

18 A. No, there's a flight -- there's a -- I have a checklist of
19 what to, what to look for. I have a checklist that I back up with
20 a flow, you know, that I'm looking at prior to me going out and
21 doing my physical inspection on the aircraft.

22 Q. Okay. All right. So, you went out and did the physical
23 inspection of the aircraft in the rain and all that, but do you
24 notice anything abnormal with the airplane? Was it in good shape?
25 Nothing drew your attention.

1 A. It was in good shape.

2 Q. All right. You did your walk around. Did you interact with
3 any of the ramp agents or the ground crew while you were out
4 there?

5 A. I usually just say good morning if anything --

6 Q. Okay.

7 A. -- you know, walking around and I see somebody first thing in
8 the morning, just aloha, good morning.

9 Q. Okay. All right. And just for the record, do you recall
10 doing that that morning?

11 A. I mean I do it every time. I can't tell you if I -- it just
12 naturally come, yeah. I said what's up to everybody, you know.

13 Q. Perfect. And that's -- I get it. You've probably done a few
14 flights since then, and if it's been the norm, it's norm. And so
15 I appreciate that. You get done with your preflight. You get
16 back inside, make your nest I guess if you haven't already. How
17 was your interaction with the captain?

18 A. Good. It was good. I have a good relationship with him. We
19 used to fly together coming up, coming up the ranks.

20 Q. So you have flown with him before?

21 A. I have flown with him before, yes.

22 Q. Okay. Do you recall when the last time you flew with him
23 was?

24 A. No, I can't. Not off the top of my head.

25 Q. And that's fine. Remember, I don't know works perfect. It's

1 good. I know it's, you know, things run together a lot. I
2 understand that. So it's all good. So, you're in there. You
3 guys I assume brief, talk, brief the airplane status to you, kind
4 of tell me what happened --

5 A. Yeah, yeah, he briefed that we had a MEL, you know, he looked
6 it up. He briefed that we had a MEL and that we were going to
7 have to do a manual engine start. The plane was written up. And,
8 everything else on the plane looked good that day as far as
9 physical on the airplane.

10 Q. Okay. Have you ever done a manual engine start on a line
11 before?

12 A. Yes.

13 Q. How is that, how is that different than a normal start for
14 you guys?

15 A. There's just no protection on the cutout. Like if anything
16 goes abnormal, you have to manually shut it off. There's no -- it
17 doesn't automatically abort the start.

18 Q. Okay. So when you do a manual engine start, the captain does
19 that every time or is that something that either one of you can
20 do?

21 A. The captain does it. I read the checklist.

22 Q. Okay. And on manual engine start, is that for both engines?
23 Is it just for the left or the right? Do you recall?

24 A. I believe that day it was just the left engine was a manual
25 start.

1 Q. Okay. And so you guys talked about that. Was there a
2 morning crew briefing, a takeoff departure briefing? Did you guys
3 do any of that?

4 A. Yeah, that's pretty standard for us to do is a takeoff
5 briefing or -- yeah, say what we're going to do, what to expect.

6 Q. Okay. Who's leg was it going to be back to -- and forgive
7 me, I should have asked. You were going back to Honolulu,
8 correct?

9 A. I believe -- yes, we were.

10 Q. Okay. Do you recall whose leg it was going to be? Whether
11 it was yours or the captain's leg to fly?

12 A. We didn't -- usually the captain takes the first leg.

13 Q. Okay. So if the captain did the first leg --

14 A. It was going to be his leg that day.

15 Q. Okay. All right. Did he do the takeoff briefing or is that
16 something you do? Or who does the takeoff briefing?

17 A. The captain -- well, the captain does the takeoff briefing.

18 Q. Whether it's his leg or does he always do the takeoff
19 briefing?

20 A. Always.

21 Q. Okay. Do you recall --

22 A. He'll do the emergency brief for takeoff.

23 Q. And --

24 A. If we have any emergencies, V1, cuts and stuff along those
25 lines. But if it's my leg, then I'll do the brief of what we're

1 doing.

2 Q. Okay. Perfect. Thank you for that clarification.

3 A. Um-hum.

4 Q. Can you, and I know it's been a few weeks, but can you kind
5 of think back to the morning. Was there any -- anything in the
6 takeoff briefing that he briefed, you know, about the weather,
7 maybe weather radar, delays, anything like that that you can think
8 of?

9 A. No, I can't remember. Just all I -- I can remember that we
10 talked about the rain and the weather, but that's -- yeah, I can't
11 remember a lot about that at the moment.

12 Q. Okay. All right. No worries. I know it's been a while, and
13 like I said, things do run together. So I can appreciate that,
14 and thank you for being honest here. Passengers are being loaded.
15 And did you say, and correct me if I'm wrong, you guys were a
16 little delayed departing because of the cargo, the ramp folks
17 loading the cargo on time? Did I get that right?

18 A. Yes.

19 Q. Okay. All right. So, doors shut. Jetbridge is back.
20 You're hooked up to a tug, right? You have to be pushed back,
21 correct?

22 A. Yes.

23 Q. Have you guys communicated with the ramp at that point or at
24 any point prior to that? I assume you guys go back on headsets,
25 talk on the headsets?

1 A. Yes. The captain is the one who designates the pushback with
2 the ground crew.

3 Q. Okay. All righty. And did you hear any of that
4 communication?

5 A. Yeah. I remember they said circle check complete, you know,
6 let me know ready, when to release brakes for pushback.

7 Q. Okay.

8 A. And then the captain has control of the brakes, the parking
9 brake.

10 Q. Okay. And just for the record, so we make sure we have an
11 understanding, what is a circle check?

12 A. Just make sure all doors around the aircraft are closed,
13 locked. Everything is good. There's nobody around, you know.
14 There's nobody around the aircraft, and circle check basically
15 indicates that you are clear to -- that the ground crew is ready
16 to push back when we are.

17 Q. Okay. So they gave you that they did the circle check.
18 Everything's ready to go. Then what happened? Do you call
19 clearance or ground or ramp to get pushback clearance?

20 A. I call tower to let them know we're ready to push back.

21 Q. Okay.

22 A. Yes.

23 Q. And did -- was there any delays the tower made you aware of
24 at that point or any departure times or anything --

25 A. No.

1 Q. -- that was of any concern?

2 A. No.

3 Q. All right. So, get the thumbs up to push back from the
4 tower. And please correct me if I'm misunderstanding. Then do
5 you tell the ramp or did the captain tell the ramp clear to push?

6 A. The captain.

7 Q. Okay. So brakes released I assume, clear to push.

8 A. Yes.

9 Q. Is that kind of what happens?

10 A. Yes.

11 Q. All right. So as you're pushing back, what are you doing?
12 Are you starting the number 1? Is that the captain's job to
13 start --

14 A. No, that's the captain's job.

15 Q. Okay. Are you starting that as you're pushing back or is it
16 after you stop or prior to push? When did your engines start?

17 A. The ground crew will let -- the ground crew lets us know when
18 we are clear to start engines.

19 Q. Okay. So on the morning of the event, did you guys start the
20 number 1 engine during the pushback?

21 A. I believe so. If ground crew gives us the clear, I believe
22 that that day we started during the push back.

23 Q. Okay. All right. And maybe I should ask it a different way.
24 I know it's been a while ago. Do you remember if you started it
25 at the gate?

1 A. I don't, no.

2 Q. Okay. No. And that's okay. I'm just trying to make sure we
3 had the sequence, kind of that fly on your shoulder, if you will.
4 I'm just trying to live with it -- live with you guys as you're
5 doing this. I want to see what you're seeing. You're pushing
6 back, starting engines. How busy is that for you as the first
7 officer on pushback and engines start? Are you looking out a lot
8 or are you a lot inside looking down? Tell me how --

9 A. Normally I'm just, normally I'm just looking out for what I
10 can see on my side, make sure that there's nobody or nothing
11 around --

12 Q. Okay.

13 A. -- you know. And then once I know that we are clear of our
14 surroundings from what I can see, sometimes you'll get numbers
15 that come in that you have to put into the, into the computer, you
16 know, and print them out, your weight and balances, total souls on
17 board, what your flap settings would be, your fuel on board,
18 things of those nature.

19 Q. Okay. As you push back, I'll try and ask this in a way so
20 that it's not. So please forgive me, but as you're pushing back,
21 are you getting this stuff and getting it complete before you guys
22 stop the pushback or is it something as the pushback stops, you're
23 still setting numbers, getting stuff off your ACARS, things like
24 that?

25 A. Can you repeat the question please?

1 Q. I can try.

2 A. Okay.

3 Q. As you're pushing back, you're getting all those numbers,
4 resetting your V1 speed, V2 and all that, resetting all your V
5 speeds. Do you -- are you able to accomplish that during the
6 pushback or did you actually -- were you still accomplishing that
7 and they stop the push back and the brake was set?

8 A. I believe --

9 MR. ECKELBERG: If you could break it into separate questions
10 because there's I think two questions in that. I know it's
11 difficult but maybe just break it down into pieces.

12 MR. ETCHER: Sure, Brett. Let me try it this way.

13 MR. ECKELBERG: Okay.

14 BY MR. ETCHER:

15 Q. Back to that day of the events, do you recall when you
16 finished putting in all your V speeds?

17 A. I believe I got done after the second engine was fired up.

18 Q. Okay. So do you recall when that second engine was started?
19 Was it started during pushback?

20 A. No, I believe we were pushed back already and parking brake
21 was set, and the second engine was finishing getting fired up.

22 Q. Okay. All right. And is that something, is that something
23 the captain always does is start the engines or is that something
24 you would do?

25 A. That's something that the captain is in control of.

1 Q. Okay. Perfect. All right. So, you push back. You get all
2 your V speeds all done. The number 2 engine is started as well.
3 So you've got both engines running. Is that correct? It's a two
4 engine taxi out, correct?

5 A. Yes. Yeah, it's a short taxi.

6 Q. Oh, okay.

7 A. Yeah.

8 Q. Okay.

9 A. On Maui Airport, it's not a far taxi.

10 Q. Okay. Perfect. So you get your engines started. You get
11 your numbers all set in. Do you then call for taxi clearance?

12 A. Yes, and then I believe -- I call for taxi clearance with the
13 tower.

14 Q. Okay. When you call for taxi clearance, was the -- do you
15 recall, was the tug already disconnected? Did they marshal you
16 guys out, give you the salute? What's your guys' procedures to
17 know that that vehicle is disconnected from you? You're not going
18 to have a tow bar still attached to you.

19 A. I can't see because they're on the captain's side.

20 Q. Okay.

21 A. You know, from my perspective and from when they let go, it's
22 always closest -- they're closest to the terminal, and the way we
23 back out is that day we had tail south. So the captain is facing
24 them. I couldn't see from my perspective any of the ground crew,
25 ground personnel.

1 Q. Okay. So since they were on the captain's side, did the
2 captain ever tell you at any point, yeah, there's the salute,
3 there's the pin, there -- you know? Did he ever give you an
4 indication that they were disconnected, and you guys were good to
5 go?

6 A. You know, I can't remember.

7 Q. Okay. All right. No problem.

8 A. Yeah. I --

9 Q. So --

10 A. Yeah, I can't remember.

11 Q. Okay. Does -- think overall, all the airports you visit, not
12 just Maui, but does the ramp -- do they give you any signals, hand
13 signals that they're disconnected that you're aware of? Is there
14 any protocol for that?

15 A. Yes, they're supposed to give a salute.

16 Q. Okay.

17 A. They're supposed to give you a salute letting you know that
18 they're clear out of the way.

19 Q. Okay. So, if you would turn the other direction on your
20 pushback, and they were off your side, they would give you the
21 salute?

22 A. We don't ever turn -- we always push south, tail south.

23 Q. Okay. Okay. So -- but any other airport? Think any
24 airport.

25 A. If there's an airport where I physically can see them, it's

1 going to be Kona Airport.

2 Q. Okay. And when they give you the salute, if they're off your
3 side and you see them, they give you the salute --

4 A. They're never off my side. It's just the way they are. They
5 just back straight out. So I can look over my dash and see them
6 physically down but they're always looking for an indication only
7 from the captain for the most part.

8 Q. Okay. Perfect. That's what I was looking for, was who
9 communicates what in the different scenarios. All right. So, I'm
10 assuming they give the captain the salute that they were clear or
11 whatever. Is that what the salute means to you guys is there's
12 nothing around you, you're clear to go?

13 A. That's what the salute indicates.

14 Q. Okay. So, assuming they give the captain a salute, did he --
15 just kind of think back. I know it's been a while, but is there
16 anything, whether it was this captain or any captain, do they ever
17 tell you we got the salute because they're on their side?

18 A. You usually, you usually hear them, you know, talking to me
19 or themselves. They're like tug, tow bar, pin, salute, and then
20 that's when they'll call for an after start checklist.

21 Q. Okay. And what is the after start checklist? What does that
22 require you to do?

23 A. I just -- that's my cue to run it and verify that we are
24 ready to start taxiing basically.

25 Q. Okay.

1 A. But as for clearance, yeah, it gives me an indication to ask
2 for clearance to move onto our next step.

3 Q. But the after start checklist, is that -- is there anything
4 you are doing in the cockpit? Like any switches you're moving,
5 any lights you're turning on. Is there any procedure that you're
6 doing during the after start checklist that you can recall?

7 A. On the after start, I'm just -- it's a two-way -- it's a two-
8 way street. So I'll start, and then I get the challenged response
9 from the captain.

10 Q. Okay. So when you're doing it, is it -- it is a challenged
11 response, but is it a memory item type checklist where you have it
12 memorized or do you have a checklist --

13 A. No, you physically -- yeah, there's -- that's not a memory
14 item. It's something that you run as a group, as a pair, as a
15 team.

16 Q. Okay. And your checklists, are the paper checklists or are
17 they electronic? You know, on your airplane on your --

18 A. Paper.

19 Q. Paper.

20 A. Physical.

21 Q. Okay. Perfect. So, you run the after start checklist.
22 That's all done. You call for taxi clearance. You've been given
23 that. What happens next on the day of the event?

24 A. I called tower, asked for taxi, asked for taxi and he gave it
25 to us. And, we were clear to taxi and as soon as we got clear,

1 the captain spooled up the engines enough to get us going forward,
2 and we went a little bit and felt the tug, you know. Like -- it
3 was almost like a little jerk, and as soon as we felt that, we
4 brought the airplane to a stop.

5 Q. Okay. All right. Okay. Perfect. I may have some more
6 questions on the second around about that, but usually everybody
7 else asks the questions that helps clarify it in my brain. So
8 we'll move onto my last little bit of questions, and then you're
9 going to be done talking with me for this round. So you can talk
10 to somebody else and be a whole lot better so you don't have to
11 look at me any more.

12 Since you're fairly new, I always like to ask, how was your
13 training here? I know you had experience at Mesa. Now, you've
14 had experience here with training. How would you classify your
15 training here at Hawaiian?

16 A. It was excellent training. I felt like I got the proper
17 education and training to be a -- and good, you know, they set
18 good standards, you know. So I thought it was good for -- made me
19 ready to be a line pilot with any captain that I get thrown with.

20 Q. Okay. So you came out of that feeling ready to take on take
21 on --

22 A. I meant -- no. Yeah, you're nervous. It's your first big
23 airline gig, and it's a dream company that you, you know, you've
24 been striving to work for for years. So I meant those natural
25 nerves, but as far as like me being prepared to be in the -- on

1 the right seat with any other captain, I felt, yes, Hawaiian
2 Airlines did give me the proper training to be mentally,
3 physically prepared.

4 Q. Okay. Perfect. And, my last question and then I'll pass it
5 over to Bill. How long was training for you? From the time you
6 started, and I know it's new hire training. So it's always a
7 little longer maybe than recurrent. From the time you started
8 until you were free to go on the line and fly with any captain, do
9 you recall about how long that was?

10 A. Four, four and a half months.

11 Q. Okay. All right. Perfect.

12 A. April, May, June, July. Yeah, like 4 months maybe. About 4.

13 Q. Okay. Excellent.

14 A. Yeah.

15 Q. I told you that that was my last question for this round. So
16 I'll hold true to that just this once. But before I pass you off
17 to Bill, do you need a break? Do you need to go get more coffee,
18 anything?

19 A. I'm okay right now. Thank you.

20 Q. Okay.

21 MR. ETCHER: Does anybody need a break? If you do, put your
22 hand up, and I'll -- no. All right. But I will go on mute, and I
23 will let Bill ask all the really big questions. So this is where
24 I'll probably get more education. So, Bill.

25 MR. MAIKUI: Okay.

1 BY DR. BRAMBLE:

2 Q. Okay. Keil 1, did the captain call for the after start
3 checklist?

4 A. Yes, sir.

5 Q. Okay. And when did that happen relative to the other things
6 you were doing?

7 A. It was after I was completed what I -- with my portion of the
8 work at that moment. So it was after I got done with the numbers
9 and both engines were started and they had took the tow bar off
10 the aircraft.

11 Q. Okay. The information that you got for the numbers, do you
12 guys call that a load closeout?

13 A. Yes, yes, load closeout.

14 Q. And, when did you receive that information?

15 A. When did I receive the load closeout from ACARS?

16 Q. Um-hum.

17 A. I believe it was on right as we started pushing back.

18 Q. Okay. And, it sounded like you monitoring the radio and
19 communicating with ATC prior to the accident. Is that right?

20 A. Yes. I talked to the tower. I asked for our clearance for
21 push back out of the gate.

22 Q. Clearance and pushback?

23 A. Yes.

24 Q. Okay. And were you listening to them with your headset or
25 did --

1 A. Yes.

2 Q. -- talk to them on intercom? Okay.

3 A. I had a headset on.

4 Q. And then I understand it was the captain who was
5 communicating with the ramp prior to the accident. Was he
6 communicating with them using his headset or by speaker?

7 A. His headset as well.

8 Q. Okay. On the headsets, could you hear the ramp crew talking
9 to the captain and could he hear ATC?

10 A. Did I hear -- sorry. Can you repeat that one more time?

11 Q. Let me start with just the first part. Could you hear the
12 ramp crew talking with the captain when they communicated?

13 A. No, I was -- no, I could not hear.

14 Q. Okay. Do you know if the captain was also monitoring the ATC
15 frequency?

16 A. I can't confirm if he was or was not.

17 Q. Okay. All right. How would you describe the captain's
18 proficiency compared with other pilots you've flown with at
19 Hawaiian?

20 A. His proficiency?

21 Q. Um-hum.

22 A. He's a good captain, proficient pilot, and you want me to
23 compare how he flew compared to other pilots -- other captains I
24 flew with at Hawaiian?

25 Q. As a captain at Hawaiian Airlines, I was just looking for

1 sort of a description of whether you felt like he was a competent,
2 proficient captain?

3 A. Yes, yes. I feel like he's, yeah, definitely a competent,
4 proficient, smart captain.

5 Q. Okay. And how would you describe his leadership style in
6 terms of CRM and so forth?

7 A. He's more on the shy side, you know. So -- but he's very
8 assertive of his decision making, you know, of what his plans are
9 and what he wants to do and how he thinks and, you know, asks for
10 your feedback, like what do you think, how should we go about
11 this. He's pretty -- how's the best way to put it? He's -- with
12 his actions -- with his plan of actions, he has a good idea of
13 what he wants to do, and then he'll incorporate the right seat's,
14 you know, input and kind of combine what we both have to say and
15 come up with the best plan of action, if that answers the
16 question.

17 Q. Um-hum. Okay. And, how did the captain seem that day? Did
18 he appear alert?

19 A. Yeah, yeah. He appeared alert. It was early for all of us,
20 but definitely alert.

21 Q. Okay. And did he appear relaxed or stressed?

22 A. No.

23 Q. Neither of those or --

24 A. He didn't seem stressed. He seemed calm.

25 Q. Okay. And, was he friendly?

1 A. Yes, he was friendly.

2 Q. Okay. How familiar are you with the airport there at Maui?
3 Do you operate in there regularly?

4 A. Yes, we go in there daily as a flight operations.

5 Q. Okay. And, let's see. How about the ground crew there? Are
6 you familiar with the ground crew that helped you push back?

7 A. No, I'm not. I usually when I do my walk around, I'll say
8 good morning, but I don't do a lot of layovers that early in the
9 morning in Maui. So I can't say I'm familiar with who they all
10 personally are.

11 Q. Okay. Do you know if you had seen them before?

12 A. I recognized the faces, yes.

13 Q. Okay. So it seemed like -- did it seem like sort of the
14 normal ground crew that you would see there or did it seem like a
15 crew of people than you're used to seeing?

16 A. You know, I wouldn't say it was different. It's just
17 sometimes you have certain guys working on the airplanes.
18 Sometimes they're on the trans-PAC side. It varies.

19 Q. Okay.

20 A. But that's all the normal personnel I would say to answer
21 your question.

22 Q. And were there activities on this particular morning any
23 different from what you had experienced during previous departures
24 from Maui?

25 A. Nothing out of the ordinary.

1 Q. Okay. So just to confirm, as far as you could tell, the
2 pushback was done with the interphone use between the captain and
3 the ramp or the ground crew. Is that correct?

4 A. To my knowledge.

5 Q. So they could speak to each other.

6 A. To my knowledge, yes.

7 Q. Okay. You mentioned them saying that their circle check was
8 complete. How did you know -- how did you hear that?

9 A. Usually I'll, usually I'll have my -- the ground personnel
10 part on before we push back, but then once I start talking to
11 tower, I'll briefly kind of mute them talking to the captain so I
12 can get -- hear everything clear on the instructions of what the
13 tower wants.

14 Q. Okay.

15 A. That way I don't get like two people talking simultaneously,
16 and I can't hear, you know, the one that I need to talk to.

17 Q. Um-hum. And so during the pushback, you were communicating
18 with tower?

19 A. Yes, just letting them know that that we were pushed back and
20 that we were going to do a manual engine start, just that it was
21 something out of the ordinary.

22 Q. All right. Did you hear anything else after they told you
23 that the circle check was complete or was that kind of the last
24 thing you heard from them?

25 A. That was like the last thing I heard from them. From that

1 point pushing back, that's a lot of -- like it's the captain who's
2 communicating. He's in control of the aircraft.

3 Q. Okay. So the manual start process that you described, you
4 said that you had to be ready to terminate or abort the start
5 process if any of the parameters were exceeded. Does that mean
6 that you had to watch the gauges more closely than normal?

7 A. The captain is the one who has authority over all of those,
8 but yes. To answer your question about the gauges, you just have
9 to -- you just don't have an auto abort.

10 Q. Okay. But that's primarily the captain then doing that,
11 watching the gauges and ready to stop the start if he has to?

12 A. Primarily, yes, but I am also a set of -- pair of eyes.

13 Q. Okay. And so on this particular occasion, does that mean you
14 were also -- were you staring at the engine gauges the whole time
15 that the first -- number 1 engine start was happening?

16 A. While we were doing that manual start on the left side, I
17 believe, yes, I was. Yeah, I was reading the procedure of the
18 manual start and helping him watch the gauges to make sure we
19 don't go out of parameter.

20 Q. Okay. And then that process ended before the pushback was
21 complete, and you set the brake?

22 A. Yes.

23 Q. Okay. And then that -- then he went onto the -- starting the
24 second engine but that was an auto start. Is that correct?

25 A. Yeah -- yes.

1 Q. Okay. And then the auto start of the second engine was still
2 underway when you set the brake it sounded like?

3 A. Yes, I believe so.

4 Q. Okay. And were you -- once he started with the second engine
5 start, did that free you up to pay attention to the numbers from
6 the load closeout?

7 A. Yeah, once it, once it all started normalizing, I put my head
8 back down and printed out the numbers and inserted the numbers
9 into the MCDU, until it was a normal start.

10 Q. Until it was in normal start on the first one or the second
11 one?

12 A. The second one.

13 Q. Okay. Great. Do you remember the captain prior to setting
14 the brake getting -- like looking out the window like he was
15 interacting with hand signals or anything with anyone or --

16 A. I don't remember.

17 Q. Okay. And how about after he set the brake? Do you remember
18 him giving any signals out the window or anything like that?

19 A. No. My head was down, you know, just double checking the
20 numbers, making sure that everything was lining up at that
21 particular moment that I was inserting the correct numbers.

22 Q. Okay. I'm just going through some questions here, knocking
23 some out that we've already asked here. Just be patient with me.

24 A. Yeah. No worries.

25 Q. Did you notice the captain return a salute and flash the taxi

1 light once or as you mentioned, was your head down the whole time
2 and you didn't see anything like that?

3 A. I didn't, I didn't see. I can't recall. Yeah, my head was
4 down in the screen again.

5 Q. Okay. Do you recall before beginning the taxi the captain
6 visually checking the left side of the aircraft and announcing
7 clear left?

8 A. I can't remember. I know that's something that it just seems
9 so standard that we always do, you know. So it's always clear
10 left, clear right, you know, when we were cleared to taxi. That
11 particular time I can't, I can't remember.

12 Q. Okay. So I asked you about the captain, but do you remember
13 checking the right side of the aircraft and announcing clear
14 right?

15 A. I can't remember. It's something that's habitual that we
16 always do, you know. We have so many legs per day, and we always
17 do it. It's like engrained in us. So I can't remember physically
18 if I -- after everything happened kind of if I said that or not.

19 Q. Um-hum. Okay. And you mentioned that you couldn't see the
20 ground personnel. Do you ever remember seeing them -- you must
21 have seen them during the pushback? Did you see them during the
22 pushback?

23 A. I only saw the -- just real quick before we even pushed back
24 from the gate, the tug and the driver inside. That's about it.
25 Well, once they disconnect us, I have no -- I can't physically see

1 them from my perspective and where I'm sitting in the aircraft.

2 Q. Okay. Do you remember the cockpit windows on the side of the
3 cockpit where the terminal was? Do you remember any issues with
4 glare on the windows from the terminal lights or droplets of water
5 all over the windows? Was it difficult to see?

6 A. There was definitely droplets of water on top of the window.

7 Q. Okay. And did you, did you -- when looking kind of toward
8 the terminal, was it difficult to see because of the lights from
9 the terminal or was it easy to see things in that direction?

10 A. At that moment, I believe it was slightly difficult because
11 we did have the flight deck light on as we were writing
12 everything, and it was dark outside still yet with rain.

13 Q. Um-hum. Okay. Did that make it more difficult to see what
14 was out on the ramp?

15 A. It makes some things a little challenging to see on my
16 perspective being that you have a light on inside covered and
17 trying to look out, you know, with the glass and the glare and
18 rain. I think from my perspective it could but usually when we're
19 ready to taxi, the light goes off right before taxiing.

20 Q. Okay. And did that happen this time?

21 A. I believe so.

22 Q. Okay. Do you recall if the tug had any flashing lights on it
23 or LED light bar or any kind of hazard lighting?

24 A. I don't recall them. I don't recall seeing one.

25 Q. Um-hum. Okay. Do you remember if that -- you typically

1 would see that at Maui or is that not commonly on the tugs?

2 A. Usually I believe that there is like a little like orange
3 kind of strobe light -- not strobe, a light indicating that, you
4 know, they are moving. I believe so.

5 Q. Okay. And is that usually on during the pushback and --

6 A. I believe so, but that particular day, I can't say if it was
7 on or not.

8 Q. Okay. How about in Honolulu? Do they typically have a light
9 on at Honolulu on those tugs?

10 A. I believe so, yes.

11 Q. Okay. Is it a flashing yellow light by chance?

12 A. It's like a circling, like the old police lights from like
13 the '70s or '80s, you know, that circle --

14 Q. Uh-huh.

15 A. -- but a yellow one.

16 Q. Okay. Would you be surprised if a tug didn't have a light
17 like that at night?

18 A. Yes, I would be.

19 Q. Okay. Was the flight deck lighting on throughout the engine
20 starting sequence?

21 A. Yes.

22 Q. Okay. Would it be unusual in your experience if after
23 pushback a tug parked right below the captain's side of the
24 cockpit after the tow bar is removed?

25 A. After the tow bar is removed, I believe they usually -- what

1 usually happens is they'll -- there's two people, one inside the
2 tug, one person removing the pin. When the second person removes
3 the pin, the tow bar -- I mean the tug usually pulls back with the
4 tow bar. They'll pull off to the side. The one person will just
5 show the captain that they have the pin, give the salute. They
6 jump into the tug, and they both usually pull away. That's
7 usually what happens.

8 Q. Okay. When they pull off to the side as you mentioned, how
9 close are they to the airplane usually?

10 A. That morning I could not see them. So they would have to be
11 very close to the aircraft.

12 Q. Okay. Is that normal to be that close?

13 A. Normal?

14 Q. I mean do they usually park like far enough away that you can
15 see them from across the cockpit?

16 A. It varies I believe who driving the tug. You know, in what
17 direction they decide to pull back off of our aircraft.

18 Q. Okay. Do you receive the departure clearance from ATC by
19 ACARS or radio?

20 A. Radio.

21 Q. And that was all received before pushback?

22 A. I believe, yes, right before pushback. I believe so. It was
23 right before or -- yeah, yeah, I believe we got it right before --

24 Q. Okay.

25 A. -- pushback because it changed.

1 Q. Uh-huh.

2 A. So I grabbed the original one. We're all good, and then
3 tower called asking -- letting us know that they switched our
4 runways and that we got a new clearance.

5 Q. Okay. And so what were you required to do upon receiving
6 your new departure clearance?

7 A. What do you mean?

8 Q. I mean did that prompt other activities because they had
9 changed the departure runway?

10 A. No, we were still at the gate. So it wasn't a rush or
11 anything. You know, there was nothing, nothing -- it didn't -- we
12 were still at the gate. It didn't -- what do you call? It didn't
13 prompt me to do anything I believe.

14 Q. Okay. Would you guys normally have to do another departure
15 briefing after a change like that?

16 A. Yes, yes, it's something that was not previously discussed.
17 So we would have to -- since we're switching runways and heading
18 in a different direction, we have to re-brief, re-brief we're
19 going -- what our plan is, what we're going to do.

20 Q. Okay. But you guys hadn't gotten to that yet before the
21 accident?

22 A. We didn't get to that point yet.

23 Q. Okay. So that was not a potential source of distraction
24 during the pushback or whatnot?

25 A. No.

1 Q. Who released the parking brake before the taxi began?

2 A. The captain.

3 Q. And did he verbalize that he was doing that?

4 A. Yes, I believe he verbalized with the ground personnel that
5 he has released the taxi brake and clear to push when they are.

6 Q. I mean after you --

7 A. I meant -- I'm sorry.

8 Q. After you pushed back, and you guys did the numbers and so
9 forth and were about to begin your taxi, you know, right before
10 the accident.

11 A. Oh, oh, okay.

12 Q. Did he say I'm, you know, brake off or something like that
13 or --

14 A. I can't recall.

15 Q. Okay. Did -- was there any kind of verbalization like I'm
16 going to start the taxi or anything like that?

17 A. Well, before that, I called tower to make sure that we are
18 able to taxi. So I believe, I believe after I called, his brakes
19 released and he said that we're going dark. So, everything was
20 pretty much set and he was turning the flight deck light off.

21 Q. And what happened immediately after that? Did he just bring
22 the power up and start to move or --

23 A. So we got clearance to taxi from where we were, and he slowly
24 spooled it up. It wasn't, it wasn't a forceful push. It was just
25 a slow spool up, enough to get the tires rolling, and next thing I

1 know, while we're taxiing, looking around, just felt like a jerk
2 or a tug happened as if -- it felt as if like the tow bar was
3 still connected to the nose gear or something.

4 Q. Okay. Was there anything unusual going on when the captain
5 initiated the taxi, like any particular sources of distraction,
6 for example?

7 A. Nothing was out of the ordinary or unusual until the incident
8 occurred.

9 Q. Okay. When did you shut down the engines after you felt the
10 tug?

11 A. We felt the tug, and the captain shut down the engines I
12 believe -- we felt the tug. We stopped. The -- there was nobody
13 around us I remember when we stopped. The captain set the parking
14 brake I believe, opened, opened his window to look out to see like
15 if there was anything to get a better perspective, and we couldn't
16 see nothing. And, that's when someone came running from the side,
17 from the terminal and saying that it looks like we had a fuel
18 leak. So that's when the captain shut the, shut the engines down.

19 Q. Okay. And then when did you realize that you had -- there
20 had been an accident?

21 A. After we saw the fire trucks rolling towards us.

22 Q. Okay.

23 A. We were wondering why the fire trucks were heading in our
24 direction.

25 Q. Okay. How long was it after the captain shut the engines

1 down that you saw the fire trucks you think?

2 A. I don't know. It could have a minute or two --

3 Q. Okay.

4 A. -- possibly.

5 Q. And did anything else happen in between as far as
6 communications from other folks or anything like that?

7 A. I talked to the tower and let them know that it looks like we
8 had what I thought was a mechanical problem. I don't know if
9 something fell off or it was the main landing gear, the nose gear,
10 but I told them like we're going to have to stop where we are. It
11 looks like we have a mechanical problem. We'll let you know when
12 we're ready to proceed.

13 Q. Okay. And then at what point did -- was the company notified
14 about the accident?

15 A. I'm not sure when the company was notified. I didn't notify
16 them. It must have been the ground personnel.

17 Q. Did you, did you file an ASAP report or an ASRP report?

18 A. I filed a HSAP report, Hawaiian's ASAP report.

19 Q. Okay. All right. Have you received any specialized training
20 from Hawaiian on ground operation safety?

21 A. What do you mean in specialized?

22 Q. Well, was there ever any kind of like -- I guess you're new
23 to the airlines so you haven't been through multiple rounds of
24 recurrent, but did you get -- do you recall any special modules,
25 training modules on ground safety?

1 A. Just -- as far as I can remember, just like the marshalling,
2 you know, hand signals kind of technique. That's about it. I'm
3 not sure if they go beyond that when you're a captain because then
4 that's when you have full authority from the gate all the way
5 until they hand it over.

6 Q. Um-hum.

7 A. So I'm not sure if they go more in depth as you upgrade or
8 what.

9 Q. Okay. And, what company procedures were in place at the time
10 of the accident that were intended to reduce the likelihood of an
11 accident like this? Any that come to mind?

12 A. Can you like kind of repeat it? So are you asking what
13 procedures are in place if something like this happens?

14 Q. No. More like what procedures are in place already to
15 prevent these kinds of accidents? And then my next question is
16 going to be are there ways that you think that the procedures
17 should be improved to prevent --

18 A. What procedures are in place? Yeah. So, we're supposed to
19 look out for the tug, tow bar, pin and salute. That's what they
20 trained us pilots to look for from the ground person now, in order
21 for both of us to know that things are clear to proceed.

22 Q. Okay. So if you got that signal you would believe that
23 you're free to advance the thrust and move forward. Is that
24 correct?

25 A. Yes.

1 Q. Okay. And, is that procedure adequate or do you feel like
2 there are other procedures that should be added or should be
3 changed in some way? I don't have an answer in mind to these
4 questions.

5 A. No, I believe that it is adequate, but what I don't see
6 sometimes from the ground personnel, especially is the wands in a
7 particular situation like this, with the way the weather factor
8 was and dark and whatnot.

9 Q. So do you think the wands would have made it easier to see
10 them or see their signals?

11 A. Definitely to see the wand and the salute with a wand or
12 something along those lines versus just someone's hand, and it's
13 dark and rainy. I think that's definitely something that would
14 be, you know, could reduce the risk or not even let a situation
15 like this occur again.

16 Q. Uh-huh. Okay. Has there been a lot of pilot turnover at
17 Hawaiian or does the workforce seem pretty stable?

18 A. It seems stable. There is a lot of movement within the
19 company as far as aircraft, people upgrading to bigger planes or
20 people from bigger planes upgrading to captain on the 717, but I'd
21 say it's a stable airline as far as people wanting to stay within
22 the company.

23 Q. Um-hum. Okay. And how would you describe the organizational
24 safety culture at Hawaiian? Do you feel like the company is
25 pretty safety oriented and proactive about its safety related

1 management processes?

2 A. My experience so far, yes, I do.

3 Q. Would you feel comfortable reporting safety concerns?

4 A. Yes, 100 percent.

5 Q. And have you ever reported any in the past? And if so, did
6 you get any feedback?

7 A. Safety concerns?

8 Q. Um-hum.

9 A. I haven't reported any. You know, I haven't been on the line
10 a long time, and up until this point, I haven't had any -- felt
11 like any threats towards myself or passengers or the safety of
12 anybody else around. So.

13 Q. Okay. Do you receive regular communication from your flight
14 operations department about or your safety department about safety
15 issues, things to look out for?

16 A. Yes. If anything occurs, they always send updates via email.
17 And, they let us know if anything happens, any kind of safety or
18 what, you know, if something does happen, you know, and make sure
19 we look out for certain things or things along those nature.

20 Q. Okay. And I know you're pretty new to the airlines. So it's
21 pretty unlikely, but have you ever been disciplined by Hawaiian
22 for your performance as a pilot?

23 A. No, sir.

24 Q. Okay. And have you gotten any accommodations from the
25 airline?

1 A. No.

2 Q. Okay. And have you been operating flights since this
3 accident occurred?

4 A. I have not.

5 Q. Are you aware of any changes in the company's airport
6 operations or flight crew procedures since the accident?

7 A. I am not aware. I've kind of been kind of out of the loop
8 given with this mentally. It was my first ever incident like
9 this. So it was a lot of -- it was a lot for me to say and I
10 haven't really kept up at the moment with any kind of changes,
11 policies, that Hawaiian has had yet.

12 Q. Okay. All right. So, the last topic I want to talk with you
13 about is sort of your recent activities. The trip you were on,
14 was it a regularly scheduled trip or reserve trip for you?

15 A. Regularly scheduled trip.

16 Q. And your work history in the 72 hours before the accident, I
17 know you said that you reported at 0515 on the morning of, and
18 then -- is that right? You arrived at the airport about 0515.

19 A. No, no. We got there maybe 5:25.

20 Q. Oh, okay.

21 A. But we reported downstairs in the lobby about 5:15.

22 Q. Oh, okay. At the hotel?

23 A. Yes.

24 Q. Okay. Which hotel did they put you up at?

25 A. Aw, shucks. It's a Marriott.

1 Q. Okay.

2 A. It's the Courtyard Maui Kahului.

3 Q. Okay. And then what time did you -- do you think you went to
4 sleep the night before?

5 A. Oh, 9, 9:30.

6 Q. And the trip the day before, what -- when did you report for
7 duty the day before that? And then when did you go off duty?

8 A. The day before that, reported at 5:30 in the morning, and we
9 were done at about 1:15 that afternoon.

10 Q. Okay. And that was -- you reported for duty and were done
11 and finished -- you reported for duty at Honolulu Airport and then
12 finished at Maui?

13 A. Yes, I finished at Maui.

14 Q. Okay. And how many legs did you operate that day?

15 A. That day was five legs.

16 Q. Okay. And then how many were you supposed to do on the 30th,
17 on the day of?

18 A. Same, five legs.

19 Q. Okay. and then so the morning -- I forgot to ask you this,
20 but the day of the accident, the morning of the accident, you
21 mentioned that you reported in the lobby at the hotel at 5:15.
22 What time did you get up that morning?

23 A. Yeah, approximately 5:15. I usually get up like around 4:30-
24 ish.

25 Q. Okay. So you think -- you said usually but that particular

1 morning, you think it was 4:30-ish?

2 A. About yeah. If we have a early roll in like that, I usually
3 get about 45 before I have be downstairs, 45 to max an hour.

4 Q. Okay. So that's your best estimate. Okay.

5 A. Yes.

6 Q. And then the day before when you did the five legs, on the
7 29th, you reported for duty at 5:30 in the morning you mentioned
8 and then what time would you have gotten up then? 4:45.

9 A. No, that one is a little bit longer because I have to
10 actually drive to the airport.

11 Q. Okay.

12 A. So that one was 3:45, 4 o'clock.

13 Q. Okay. Because you had to drive from Waimanalo (ph.) to
14 Honolulu Airport?

15 A. That night I stayed in town. So I had to -- that one takes a
16 little longer because you drive from your house to the parking
17 structure, wait for a shuttle and then the shuttle takes you to
18 the airport.

19 Q. Okay.

20 A. So that one you need more prep time.

21 Q. Okay. All right. So that's the 29th. How about the 28th?
22 If you have your schedule handy there, what was your work schedule
23 that day?

24 A. The 28th, I was off.

25 Q. Oh, great. And what time did you go to sleep that evening?

1 A. Oh, man. I don't know. I can't recall a time. I usually
2 fall asleep putting my kids to bed. That's 8 o'clock, 8:30.

3 Q. Okay. And do you recall your activities that day?

4 A. I do not.

5 Q. Were you in Honolulu that day or did you -- were you
6 somewhere else?

7 A. Yes.

8 Q. Okay.

9 A. No, no, no. Yep, at my home.

10 Q. Okay. All right. So that's 30, 29, 28. All right. How
11 about the day before that on the 27th? This is the last one I'll
12 ask you about.

13 A. The 27th, I worked. I worked that day on the 27th. I had a
14 layover in Lihue the night before, the night prior on the 26th
15 into the 27th. And, checked in at the airport that morning on the
16 27th was 8:59 a.m.

17 Q. 8:59.

18 A. Yes.

19 Q. Okay. So what time do you think you would have gotten up
20 that morning?

21 A. That morning, I got up, I don't know, 6:30.

22 Q. Okay. And then how many legs that day?

23 A. That day was seven legs.

24 Q. Okay. And then what time did you get off duty that day?

25 A. About 7 o'clock.

1 Q. 1900 local.

2 A. Roughly, yes.

3 Q. Okay. And then how long does it take you to get home once
4 you get off duty there?

5 A. 20 minutes, 25 minutes.

6 Q. Okay. All right. And then what do you think that night,
7 what time you would have gone to sleep and woken up on your day
8 off?

9 A. Oh, shucks. I'm not sure. Usually on a seven leg day, it's
10 a pretty long day. I'm sure I just -- I can't recall exactly, but
11 showered, eat, sleep.

12 Q. Okay. You can't recall. Do you recall what time you would
13 have gotten up on your day off or is it too long ago?

14 A. No, usually I get up about 6:00, 6:15 to get my kids ready
15 for school and eat breakfast.

16 Q. Okay. All right. So, on the morning of the accident, did
17 you feel rested or did you feel tired?

18 A. I felt like I got a good rest that night. That was one of
19 the more comfortable beds that comes to mind from different
20 hotels.

21 Q. And so -- let's see. You mentioned you woke up at 4:30 on
22 the day of, and then the night before you went to sleep about 9 or
23 9:30. So that's about 7, 7 1/2 hours. Does that sound right?

24 A. Yes.

25 Q. And how much time do you normally sleep when you're off duty

1 for an extended period of time? What's your daily sleep need?

2 A. 6 1/2 to 7 1/2 hours.

3 Q. Okay.

4 A. That's optimal.

5 Q. Okay. How was your mood when you arrived for work on the
6 morning of the event?

7 A. To be honest, I'm always happy going to work. I love my job.

8 Q. And was your schedule the week of the accident any different
9 than you typically have?

10 A. No.

11 Q. Okay. Let's see. Any illnesses or injuries in the 72 hours
12 before the accident?

13 A. No.

14 Q. Any medications, prescription or non-prescription in the 72
15 hours before?

16 A. No.

17 Q. Okay. And in the last year before the accident, any
18 significant -- any major events dealing with your health, your
19 finances or your personal life like death in the family, divorce
20 or whatnot?

21 A. I did have a couple family members pass within the last few
22 months.

23 Q. And was that weighing on your mind on the day of the accident
24 or the night before?

25 A. No.

1 Q. Okay.

2 A. No.

3 Q. Anything else that could have been a stressor in recent
4 months that you felt might have impacted your performance on the
5 day of the accident?

6 A. No.

7 Q. Okay.

8 A. Nothing to impact my performance.

9 Q. All right. Great. Well, thank you so much.

10 DR. BRAMBLE: And after a long, long time, I'll pass the
11 baton back to Shawn. Apologies for being so long winded.

12 MR. MAIKUI: Thank you, Dr. Bramble. I appreciate it.

13 MR. ETCHER: Thanks, Bill. We've been going for about an
14 hour and a half. Do you need a break? Do you need more coffee?

15 MR. MAIKUI: I'm okay.

16 MR. ETCHER: Okay.

17 MR. MAIKUI: Thank you.

18 MR. ETCHER: Well, if you do, please say so. It's all good.
19 We understand, and I'm surprised, I haven't needed another cup of
20 coffee. So if you need one, you just holler, and we'll take
21 breaks.

22 MR. MAIKUI: Thank you. Does anybody else need a break?
23 Anybody else?

24 MR. ETCHER: Everybody else looks about happy as well. So
25 we're good.

1 MR. MAIKUI: Okay.

2 MR. ETCHER: So I will pass it over to David, and do you have
3 any questions, sir?

4 MR. GERLACH: Thank you, Shawn. I do have a few questions.
5 I just want to make sure before I get going that you guys can hear
6 me okay. All right. Good deal. Thanks.

7 BY MR. GERLACH:

8 Q. So leading up to the pushback and through the pushback, you
9 said that you could see the tug in the pushback. Do you recall,
10 when was the last time you recall seeing the tug during that
11 pushback?

12 A. At the gate before we pushed back, like just kind of hunching
13 over, looking, see if they're down there already because that kind
14 of gives me an indication to call the tower and let them know that
15 we are ready to push out of our gate.

16 Q. Okay. And, does anyone provide any signal to the cockpit for
17 no movement of the aircraft? And I can elaborate.

18 A. No movement?

19 Q. Yeah, I can elaborate on that if you'd like but for no
20 movement, telling you no movement.

21 A. No, because our brakes are set. So we're not going to move
22 until ground personnel gives us the clearance to release brakes.

23 Q. Okay. And then following that, how do you know it's okay to
24 allow the aircraft to move after pushback?

25 A. Ground personnel lets, lets the crew know that their checks

1 on the bottom are complete, and that indicates that nothing or
2 anybody is around and that's an indication that lets us know that
3 all their duties are done, and they'd let us know that we are
4 clear to release brakes and ready to push back once we get
5 clearance from tower or ramp.

6 Q. And then when you get out to your position, are you in
7 constant communication with the tug operator and ground crew?

8 A. For the most part, captain is.

9 Q. And that is through what method?

10 A. Your headset.

11 Q. The intercom?

12 A. Yeah, and then if they plug in at the bottom of the aircraft.

13 Q. And there's a point at which you tell the crew to no longer
14 use the intercom?

15 A. The captain does.

16 Q. Okay. And what does, what does he say?

17 A. He lets them that we had two good starts, cleared to
18 disconnect. Well, if we get, if we get -- once we push back, they
19 say -- they'll tell us that, they'll tell us that pushback is
20 complete, set brakes. We'll set the brakes, and then once we get
21 two good starts, we'll let them know that they are clear to
22 disconnect headset because the tow bar is already disconnected.

23 Q. Okay. So they stay connected and talking to you on the
24 intercom while they're disconnecting the tow bar?

25 A. Yes.

1 Q. Okay. And how does the captain know that the tow bar is
2 disconnected and you're clear to taxi?

3 A. One person usually has a pin, and he can see the pin. So
4 there's two people down at the bottom. One person pulls the pin
5 from the nose landing gear. The tug reverses out. That person
6 will usually wave the pin, give a salute to the captain, and then
7 the captain will see the tug, tow bar, the pin that was just waved
8 and a salute from the person who was holding the pin. And, that
9 means that everything is clear on our end to call for push -- to
10 move.

11 Q. So your salute is your indication that the tow bar is away
12 from the jet, the pin is released from the tow bar and the tug is
13 away from the jet and you're clear to taxi. Did I understand that
14 correctly?

15 A. No, we're not clear to taxi just yet.

16 Q. Okay.

17 A. But it let's us know that they are clear of our movement.
18 They're clearing out of our movement area.

19 Q. Okay. So then how do I know as the captain in your training,
20 that you're clear to taxi? What gives you the sign everything is
21 safe, you're clear to taxi?

22 A. That is -- okay. So that is the sign, and you usually --
23 they have that and then they go away and then that's when we'll
24 ask for clearance from the tower or the ramp to move.

25 Q. So just to be clear that I understand, the salute is

1 everything's clear, you're good to taxi. Is that correct?

2 A. Yes.

3 Q. Okay. Good.

4 A. Yes.

5 Q. Okay. And, your assumption is the captain saw that. Is that
6 correct?

7 A. That is my assumption.

8 Q. Okay. And how many people typically are on the ground crew
9 for pushback?

10 A. There's usually two people, one tug driver and one person
11 that pulls the pin.

12 Q. Okay. And is that what you had that day?

13 A. I can't, I can't confirm that.

14 Q. Okay. With your company, do you every have somebody that's
15 called a wing walker?

16 A. We do have wing walkers, but once we're clear of any
17 surroundings and we're out in the open, they kind -- one of the
18 wind walkers turn into the persons that grabs the pin with the tug
19 driver usually.

20 Q. Okay. As an FO, are you expected to listen to the ground
21 crew on intercom at any time?

22 A. I don't think I'm expected to but, yeah. I think -- well,
23 you know what? I -- can you repeat the question one more time?

24 Q. Sure. Yeah. Is it your company's policy that you listen to
25 the intercom for the ground crew when they're communicating with

1 regard to pushback, brake release, you know, those kind of things?

2 A. It is our policy that the flight crew does look out for the
3 pin and the salute.

4 Q. Okay.

5 A. And it's -- the person to -- who is the closest to the
6 terminal. That puts it best. That's the side that the tug driver
7 and the pin person who pulls the pin is on, towards the terminal
8 side.

9 Q. Sure. So for you as a first officer, do you punch up the
10 intercom to listen to the ground crew as you push back?

11 A. Not usually if I have to talk to ramp or tower or something
12 along those lines.

13 Q. Okay. On that day, did you see any of the ground crew depart
14 the area?

15 A. I couldn't see from my view.

16 Q. Okay. And talk to me a little bit about your
17 responsibilities for engine start as a FO on a normal start.

18 A. I just read the checklist, and I get a response from the
19 captain. And, he is in control of getting the engines started and
20 pulling the switches.

21 Q. Is it your job to observe anything in particular during an
22 engine start?

23 A. I just help observe, be another set of eyes to make sure our
24 gauges don't go outside parameter.

25 Q. Okay. Now, in the pushback, you said you were starting

1 engines. Is there any hurry to start the engines during pushback?

2 A. No, none at all.

3 Q. So you could push back and not start the engines, be parked
4 on the ramp and you wouldn't be blocking anybody. There's not any
5 congestion to worry about?

6 A. Not that particular morning, that early in the morning.

7 Q. Gotcha. Okay. And then in your -- prior to your pushback,
8 do you all have any kind of briefing that you do? Is there any
9 discussion?

10 A. Concerning the pushback or just in general?

11 Q. In general, everything.

12 A. Usually our discussion is what the weather's like, what to
13 expect throughout the day, reiterating how much legs we have, try
14 to get like the load count, let them know like, hey, we're going
15 to be -- it's going to be a busy day, you know. Weather, whether
16 it's going to be turbulent, rainy, things along those lines.

17 Q. Do you discuss your clearance?

18 A. Up to that point, we did not yet.

19 Q. Do you discuss your taxi path potential because you hadn't
20 received yet, right? But do you discuss what might be your taxi
21 route?

22 A. We usually -- yeah, it's super simple. It's only one way to
23 the -- to -- it's just one taxiway. There's not multiple ways in
24 Maui to go.

25 Q. Sure. Do you discuss any hazards?

1 A. Yes, we do.

2 Q. Okay. So once you arrived tail south and you've completed
3 everything in the cockpit, you've talked on the radio, you have
4 your taxi clearance, do captains typically turn to you and say,
5 are we good to go? Are you go good to go? Do they ask?

6 A. No. So after they look for the departure salute and whatnot,
7 the next thing the captain will ask for is the after start
8 checklist.

9 Q. Okay.

10 A. And that's a response that both of us need to be on.

11 Q. So, going all the way past the event occurrence, what
12 happened in the cockpit next? You mentioned you felt the bump,
13 the tug. It felt like the tow bar was still connected. What did
14 you all talk about and then what were the things that you did?

15 A. We were just trying to figure out what that was that, that we
16 -- that was below us or what kind of mechanical problem there was.
17 As I mentioned earlier, there was a guy that came out and
18 mentioned that it looks like we had a fuel leak. So that's when
19 the engines shut down. And at that point, part of the captain's
20 flow, he already turned the APU off. So for a quick second, it
21 was dark in the cockpit. All the lights went off, and then turned
22 back on. We fired up the APU.

23 And then we're still kind of not knowing what was going on.
24 We had no indications of hitting anything, a tug or anything along
25 those lines. I remember talking to tower, letting them know that

1 we were not going to be able to continue right now. And, we'll
2 get back with them once we get further information to be able to
3 proceed. The captain, yeah, looked outside, couldn't see
4 anything. He opened up his door, since we were at a complete
5 stop, opened up his door. I mean his window, looked outside, and
6 next thing you know, fire trucks started coming.

7 And then, I can't remember how we found out that that we
8 whacked the tug with someone in it. I don't recall how we got the
9 information. And, after that, that's when it started kicking in
10 and, you know, the adrenaline started going, because we found out
11 someone was in that tug. And we were super -- we were scared for
12 that person's life basically, you know, once we found out someone
13 was trapped. And the fire truck had to come and whatnot.

14 So then it was at that point I starting trying to communicate
15 with the ramp and the tower about what was going on. And, I was
16 -- I told tower. I remember tower called and asked if he needed
17 to cancel our flight plan at this point once he saw the fire
18 trucks, and I told him, asked him please, we're not going to be
19 moving anytime soon. So please just cancel our flight plan. And
20 then after that, we tried talking to ramp and, you know, see what
21 -- trying to get information of what was going on downstairs. We
22 were still kind of in the blind about it.

23 Then talking to the flight attendants simultaneously, you
24 know, talking to the flight attendants, letting them know what was
25 going on, talking to the passengers, you know, and trying to keep

1 them calm and remain seated throughout this process. And, you
2 know, we were able to eventually coordinate with the ramp that
3 they're going to bring a stairwell, and we would have to ask the
4 passengers to exit via the stairwell to get back to the terminal.

5 Q. So the -- right prior to your engine shutdown, did you all
6 use any checklist procedures?

7 A. Prior to shutting the engine down?

8 Q. Yeah. Was there something you turned and said let's use --
9 let's do this, this and this?

10 A. I don't recall. No, once the captain -- someone down said
11 that it looks like we're leaking fuel, the captain just turned the
12 fuels off I believe.

13 Q. Okay. And then did you follow that up with any kind of
14 checklist procedures?

15 A. Not yet, no.

16 Q. Okay.

17 A. Not yet.

18 Q. Did you have any discussions about evacuation at all?

19 A. With -- amongst ourselves or the passengers or the crew?

20 Q. Sure. In the cockpit, you and your captain?

21 A. We discussed the evacuation procedures if, you know, anything
22 does happen. Prior to, prior to, we talk about what the
23 procedures would be, prior to like pushing back and all that.

24 Q. Okay. And you mentioned there was a first person arriving to
25 the aircraft. Do you know -- you don't have to give me a name,

1 but what type of person came first to the aircraft?

2 A. When my captain opened up his window to look outside?

3 Q. Uh-huh.

4 A. It was a male. I couldn't tell you who or what.

5 Q. A ramp person, somebody working --

6 A. Yes, someone came running from the terminal out.

7 Q. Okay. And then at what point did you begin communication
8 with the ARFF folks, the firefighters?

9 A. We didn't. Tower was in between both of us doing the
10 communications with the fire department.

11 Q. So you never talked on the radio to ARFF?

12 A. No. It was just -- well, it was like -- we all were on like
13 on a three way. It was basically us, tower and fire all on the
14 same, talking amongst each other.

15 Q. Okay. And did they ever come to the front of the jet to talk
16 to you through the window?

17 A. No.

18 Q. Not at all. Okay. And let's see. Let me comb through my
19 questions here for you. How did you determine how you were going
20 to evacuate the aircraft?

21 A. It wasn't an emergency to evacuate. It was just we
22 determined that we let the passengers know that in approximately 5
23 minutes, the ramp crew are going to bring out a stairwell, and
24 we're going to, you know, exit the aircraft via the stairwell.

25 Q. So deplane the aircraft with the airstairs?

1 A. Yeah.

2 Q. Yeah.

3 A. Yes.

4 Q. Okay. And did you all participate in the deplaning of the
5 aircraft at all?

6 A. No.

7 Q. Okay. Let's see. Switch gears a little bit. You mentioned
8 you were type rated in the aircraft?

9 A. Yes.

10 Q. Did you fly in both the left seat and the right seat for your
11 type rating?

12 A. No, just the right seat.

13 Q. Just the right seat.

14 A. I flew on the left seat just to help monitor throughout
15 training but never as to participate as a captain?

16 A. Okay. In that process, did you have any interaction? Did
17 you observe in the left seat the ground personnel, the tug during
18 pushback in your sim training?

19 A. A few times, yes, I believe.

20 Q. And when they pushed the jet back, do you recall in the
21 graphics in the simulator what you saw?

22 A. I don't believe that you get an actual tug, tow bar, pin
23 salute along those lines. It just kind of you get pushed back,
24 set the brake and then the instructor in the back kind of clicks
25 his buttons, and then you see the tug drive off.

1 Q. Okay. Good. And so you never -- did you see potentially --
2 I shouldn't say potentially. Did you see the tug driver show the
3 pin to you in the captain's seat?

4 A. During the --

5 Q. In the simulator? In the sim?

6 A. I don't recall.

7 Q. Okay. So in your training, was it different in the sim than
8 what you do now with Hawaiian Airlines?

9 A. No, we're just not trained to be in the left seat and have,
10 you know, be in control with the communications and the whatnot
11 with the ground personnel on the right seat. That's something
12 that the captain always does.

13 Q. Okay. So you get type rated in the jet but you never really
14 operate the jet from the left seat as a captain would?

15 A. Yes.

16 Q. Okay. Gotcha.

17 MR. GERLACH: I think those are all my questions, Shawn.
18 Thank you very much. Thank you, Keil 1. I really appreciate your
19 candor and openness to share this information with us.

20 MR. MAIKUI: All right. Thank you, David. You have a great
21 day. Appreciate it.

22 MR. GERLACH: Yeah, you, too. Yep.

23 MR. ETCHER: Thanks, David. You still doing okay? Need a
24 break? All right. All righty.

25 Mr. Everett, do you have any questions, sir?

1 MR. EVERETT: I have no questions.

2 MR. ETCHER: All righty. Thank you much. Mr. Ryan, do you
3 have any questions, sir?

4 MR. IWASAKI: I just have one question.

5 BY MR. IWASAKI:

6 Q. So during your training in the sim, were you exposed to
7 threat and error management?

8 A. Yes.

9 Q. Okay. Was that utilized throughout your IOE and once you
10 were on the line flying?

11 A. Yes.

12 Q. So before the first engine start of the day and during every
13 flight from basically descent, that was part of your crew
14 briefing, TEM?

15 A. Sorry. You cut out there, Ryan.

16 Q. Okay. So TEM is usually used for at least prior to engine
17 start and also for --

18 A. Yes, that's right. Error management.

19 Q. Yes.

20 A. Yes.

21 Q. Is that utilized -- is that a standard throughout Hawaiian?

22 A. Yes.

23 Q. Okay. I have no further questions. The rest of the
24 questions were already answered by previous people. So thank you
25 for the opportunity.

1 A. Thank you, Ryan.

2 MR. ETCHER: Thanks, Ryan. Mr. Alan, sir, do you have any
3 questions?

4 MR. POEPOE: One question if I may.

5 MR. ETCHER: Absolutely.

6 BY MR. POEPOE:

7 Q. During the after start checklist, when you read off departure
8 salute, do you recall, did the captain at that point look out the
9 window and salute the ground crew or had you already done it or
10 you don't know?

11 A. I don't know. I got the correct response.

12 Q. Okay. Thank you.

13 MR. ETCHER: Is that all you have there, Mr. Alan?

14 MR. POEPOE: Yeah, that's it.

15 MR. ETCHER: Okay. Perfect. Didn't want to step on you. So
16 I appreciate that.

17 BY MR. ETCHER:

18 Q. Well, you can go phew. You made it through round one. I
19 only have like 150 more questions. No, I'm just kidding. You've
20 answered a lot of my questions. I have a few follow ups but do
21 you need a break before we start round two?

22 A. No, I'm okay.

23 Q. Okay.

24 A. Thank you.

25 Q. As I told you earlier on round two is always a lot quicker

1 than round one because you've really given us a lot of information
2 today. My brain is still trying to absorb a lot of it, and I
3 really don't have that many questions. It's just a few that I
4 just want to make sure I have a clear understanding on, and we'll
5 go around one more time, of course, after that.

6 But, when you were talking about receiving the salutes and
7 it's always on the captain's side, you can't really see it. I'm
8 going to ask for your opinion here. Would it help keep you as a
9 crew in the same mindset if the ramp agents gave you the salute
10 off the nose so you both could see it or does that happen anywhere
11 or would it not matter? I'm just asking for your opinion.

12 A. In my own personal opinion?

13 Q. Yes.

14 A. In my own personal opinion, yeah, you know, if, for instance,
15 when out in Kona, they kind -- they push us back south and where
16 the terminal is, is about 1 o'clock from us. So they kind of push
17 back, and I can just kind of look right over and see everything
18 that's going on. So you have four eyes instead of two looking at
19 what's going on. That's the only place that I can think of where
20 I can really see like what's going on down there.

21 Q. Okay. And I know you've did it, when somebody else asked you
22 a question, you just did it now. You said you look up and look
23 over. How is the visibility? Put me in your seat, you know,
24 verbally if you will. How's the visibility out the front and the
25 side windows in the 17? Is it easy? Do you really have to

1 maneuver, you know, move your body a lot to get it in view?

2 A. I wouldn't say you have to. You just kind of give like a
3 forward hunch a little bit to look over the nose --

4 Q. Okay.

5 A. -- to see down, you know, right over the roundabout of the
6 nose of the aircraft. To the right of me, it's clear up until
7 about a little more than a 90 degree angle in my perspective, you
8 know. I really have to stretch my neck out to see the wing, you
9 know, but it's not -- it's a fairly small flight deck. So you
10 don't need or have a lot of room to really go and look around.

11 Q. Okay. So, I know you said you usually look and clear right
12 before you guys taxi. And you just said about 90 degrees is
13 clear. You have to stretch your neck a little bit to see the
14 wing. How about down? How -- in your opinion and approximation,
15 whatever, when you're seated in your seat and you look out the
16 right window, how far -- approximately how far out from the
17 airplane is it where you can start seeing the ground? Or can you
18 see something parked next to you?

19 A. So if we're just sitting in our seat on the right side, and I
20 look over to my right to see the ground, I'd probably say it's
21 just a few feet out from like the space of the aircraft where I
22 can finally see the ground.

23 Q. Okay.

24 A. You know, I can't see obviously directly but I'd say a few
25 feet over. I'd say from my side seeing -- looking to the right, I

1 have a fairly good view of my surroundings, really good, yeah,
2 view of my surroundings.

3 Q. Okay. How about pushback? You're sitting there on pushback.
4 You're in your seat. I know you're busy, you know, it sounds like
5 you've got a lot of stuff going on as well. But can you see the
6 tug that's pushing you back just seated in your seat or do you
7 still have to do the forward hunch, lean, stretch?

8 A. Slight hunch forward. You can see like the back end, if I'm
9 just like sitting, but I need to look forward in order to look
10 down visually at the person.

11 Q. Okay. Perfect. I just wanted to -- I need a visual in my
12 brain kind of what your visibility is like, and that helps me a
13 lot. So I do appreciate that. Back I think when Bill was asking
14 questions, you had talked about on a start, the captain's doing
15 the start. You're monitoring to make sure, you know, things
16 aren't exceeded. The captain typically will, if there's a
17 problem, shut down the engines. Can you also abort the start if
18 you see -- pick any limitation you're about to exceed, high
19 temperatures, low pressures, whatever?

20 A. No, the captain's hands are on the fuel to abort starts.

21 Q. Perfect. All right. I think Bill was asking you for your
22 72 hour look back if you will, and this was an early report, a
23 5:15 report. This trip kind of had some early reports. Is that a
24 normal? Do you have a lot of early reports or is that kind of one
25 of those things you typically avoid?

1 A. It depends on -- you either start around -- early in the
2 morning, you know, sometimes you can be there as 5, 4:45, 5
3 o'clock, you know, depending on what departure, what scheduled
4 line you have. And you can start as late as sometimes 1 p.m., you
5 know, 2 p.m. So it varies. I tend to like more mornings on
6 certain days and afternoons on certain days. So it's like 50/50.

7 Q. Okay. All righty. And, just a ballpark, how many hours a
8 month do you typically fly?

9 A. 80.

10 Q. Okay. It's just a ballpark. I know every month is a new
11 adventure. So I know that possibly moves. So it's all good. And
12 what's your average days off? Or is there a guarantee of "X"
13 number of days off?

14 A. Days per month?

15 Q. Yes, I'm sorry. I should have said that. Per month.

16 A. Average days off -- 12.

17 Q. Okay. All righty. I know you said during pushback, and
18 sorry, these questions are all over the map. When you gave
19 answers, I wrote them down. So sorry, it's all over the map here.

20 A. No, no.

21 Q. But somebody had said, you know, guys were on headsets during
22 pushback. Are you required to wear headsets at all?

23 A. We have -- if they're there, I believe, yeah, we are required
24 to have them as long as they're always there. Yeah, have them on.
25 It helps with the communication.

1 Q. Okay. You said if they're there. Is the headset something
2 that are yours or is that something that Hawaiian --

3 A. The company provides headsets and they provide headsets for
4 every pilot --

5 Q. Okay.

6 A. -- in the aircraft.

7 Q. Okay. Perfect. Sorry. I was just checking my little
8 scratching here. Just a couple of questions. I think with
9 somebody you had said that after the event, somebody thought you
10 had fuel leaking.

11 A. Um-hum.

12 Q. And did you, did you call tower and tell them you had fuel
13 leaking? Did the captain tell you call anybody that you had fuel
14 leaking? Kind of help me understand what was going through your
15 thoughts at that time?

16 A. No. It was real quick to -- that -- not real quick. I guess
17 you can say that there wasn't like -- there was -- it wasn't a
18 correct statement that the person who observed the situation gave.
19 So, at that moment, that particular moment, we did not call tower
20 to -- about a potential fuel leak.

21 Q. Okay. All righty. I think this is my last question or at
22 least last little batch of questions maybe. I know just a day or
23 2 after this event, it wasn't announced all over the place that
24 you guys were merging with Alaska. So as pilots, you know, we
25 always seem to speculate before everybody else, of course. So you

1 guys probably knew that was coming. Was there any discussion with
2 you and the captain about that potential?

3 A. I want to be honest, I didn't know about this merger until an
4 hour before it came out publicly.

5 Q. Okay. Perfect. With that, I guess you have answered every
6 question I have. So I appreciate that.

7 MR. ETCHER: Let me go around, and we'll make sure people
8 might have follow-up questions as well. Bill.

9 DR. BRAMBLE: Just one based on the questions that you were
10 just asking, Shawn.

11 BY DR. BRAMBLE:

12 Q. You mentioned that the person's statement that you had a fuel
13 leak wasn't accurate. How did you find out that it wasn't
14 accurate?

15 A. Someone over the ramp told us soon after that -- I believe
16 that someone was -- that we did whack a tug and someone was in it,
17 not too long after. I mean it seemed -- I'm not sure how long.
18 At that time, time went by so slow. I'm not sure. Everything
19 seemed to go in slow motion once the nerves and adrenaline started
20 kicking in. So then we knew it wasn't a fuel leak once we heard
21 that someone -- we did eventually hear that we did hit a tug. I'm
22 not sure what the time was from that moment.

23 Q. Okay. But the two things wouldn't seem to be mutually
24 exclusive. Like it seems like you could hit a tug and have a fuel
25 leak as a result. So I'm just wondering how you guys ruled out

1 the fuel leak.

2 A. Can you kind of rephrase that?

3 Q. Yeah. So I mean it seems like you could hit a tug and have a
4 fuel leak as a result. So you guys thought you didn't have a fuel
5 leak because somebody said you hit a tug or how did you --

6 A. Yeah, that was our -- that was -- at that moment, yes, that's
7 what, you know, I was reporting from what the captain was and I
8 were talking about.

9 Q. Okay. But did anyone ever actually confirm you do not have a
10 fuel leak?

11 A. No.

12 Q. Okay. All right. That's all for me. Thanks so much.

13 A. Thank you.

14 MR. ETCHER: Thanks, Bill. David, sir.

15 MR. GERLACH: Thanks, Shawn.

16 BY MR. GERLACH:

17 Q. Really, just one more question. Can you talk a little bit
18 about your interaction with the cabin crew right after the event?

19 A. Yeah. We -- after the event. Well, we had to figure out our
20 situation in the front first. We were kind of figuring out what
21 was going on before we could relay any messages to the back, but
22 as soon as we found out that we weren't going anywhere, we relayed
23 it back to the cabin crew that it seemed that we had a potential
24 problem. Not verbatim, it's along these lines, that we do have a
25 potential problem. I'm not sure if we're going to be able to

1 continue. So just be seated, and we'll give you more information
2 as things unfold basically.

3 Q. And did they have more insight into the event than you did
4 from observing out the windows or --

5 A. Nobody did from inside the aircraft.

6 Q. And passengers?

7 A. Nobody saw it.

8 Q. Nobody saw it. Okay.

9 A. According to talking to the flight attendants and then
10 talking to the passengers, nobody saw it at all.

11 Q. Okay. Very good.

12 MR. GERLACH: Shawn, those are all the questions I have.

13 I'll defer my time back to you guys. Thank you.

14 MR. ETCHER: Thanks, David. Mr. Andrew, sir, do you have any
15 questions?

16 MR. EVERETT: Nothing further from me.

17 MR. ETCHER: Okay. Thank you much. Mr. Ryan?

18 MR. IWASAKI: Nothing. Thank you.

19 MR. ETCHER: All right. And, Mr. Alan.

20 MR. POEPOE: No, nothing.

21 MR. ETCHER: All right. Well, perfect. Well, you can
22 breathe a sigh of relief. You made it through. So, you can relax
23 now, right. But I want to thank you so much. I know it was
24 really early your time, but the amount of information you gave me
25 really helped a lot. I really kind of felt like I was a fly on

1 your shoulder.

2 MR. MAIKUI: Thank you.

3 MR. ETCHER: I got to kind of see and hear and feel. So I
4 appreciate the education you gave me even though it was really
5 early for you. But I do appreciate that. But if nobody has any
6 further questions, we will call this concluded at 12:47 Central,
7 which is 8:47 Honolulu Time. And I will go off the recording now.
8 Thanks.

9 (Whereupon, at 12:47 p.m. CT, the interview 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: MINOR DAMAGE TO BOEING 717-200
 AT THE KAHULUI AIRPORT IN MAUI,
 HAWAII, ON NOVEMBER 30, 2023
 Interview of Harry "Keli I" Maikui III

ACCIDENT NO.: DCA24LA034

PLACE: via Microsoft Teams

DATE: December 20, 2023

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.



Kathryn A. Mirfin
Transcriber