

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CRASH OF YV1674, A BEEHCRAFT

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1900C, AT MIAMI EXECUTIVE AIRPORT

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FEBRUARY 11, 2015

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Telephone Interview of: JOSE BARITTO

Wednesday,
July 1, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: ROBERT GRETZ
Senior Air Safety Investigator

APPEARANCES:

ROBERT GRETZ, Senior Air Safety Investigator
National Transportation Safety Board

STUART GOLDSTEIN, Esq.
(Representative on behalf of Mr. Baritto)

MRS. SALAZAR
(Translator for Mr. Baritto)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Telephone Interview of Jose Baritto:		
By Mr. Gretz		4

I N T E R V I E W

MR. GRETZ: Okay, this is Robert Gretz. I'm a senior air safety investigator with the National Transportation Safety Board. Today's July 1st, and I'm on the phone with Attorney Stuart Goldstein, and he has his phone on speakerphone and he has his clients from Atlantic Aviation, Mr. Jose Baritto, and Mr. and Mrs. Salazar who are going to help with the translation.

And, Mr. Goldstein, of course, you realize this is being recorded and I have your permission to do so?

MR. GOLDSTEIN: Yes.

MR. GRETZ: Okay. And, of course -- and you have the copy of the NTSB interview briefing card that I sent you?

MR. GOLDSTEIN: I do. And you're going to provide us with a copy of the recording, correct?

MR. GRETZ: Correct. I'll provide you with both a copy of the recording and the transcript.

MR. GOLDSTEIN: Oh, great. Okay.

This is the briefing card here.

MR. GRETZ: Okay, and I'll get started.

(Whereupon, Mrs. Salazar interpreted the questions asked and answers given by Jose Baritto, as needed.)

INTERVIEW OF JOSE BARITTO

BY MR. GRETZ:

Q. And so the first question for Mr. Baritto would be, your date of birth?

1 A. [REDACTED] 1970.

2 Q. And your current address?

3 MS. SALAZAR: [REDACTED], Miami, Florida 33196.

4 MR. GOLDSTEIN: And, Mr. Baritto -- I'm sorry.

5 Mr. Gretz, can you hear Mr. Baritto? Is it coming okay, coming
6 across okay?

7 MR. GRETZ: I can hear the translator, but not
8 Mr. Baritto that well.

9 MR. GOLDSTEIN: I guess you really need to hear the
10 translator. Okay.

11 BY MR. GRETZ:

12 Q. So, I have [REDACTED]?

13 MS. SALAZAR: Correct.

14 MR. GRETZ: Okay.

15 BY MR. GRETZ:

16 Q. And how long have you been a mechanic?

17 A. Twenty-seven years.

18 Q. I'm sorry, you said, 27?

19 MS. SALAZAR: Yes, 2-7, 27.

20 MR. GRETZ: Twenty-seven years, okay.

21 BY MR. GRETZ:

22 Q. And do you currently hold a mechanics certificate in the
23 United States or another country?

24 A. In Venezuela.

25 Q. Okay. And approximately what year did you obtain that

1 certificate?

2 A. Not sure. He can't remember right now.

3 Q. Oh, okay. Can he give me an approximation if he's been
4 certified for 20 years or 10 years or --

5 A. More than 10 years.

6 Q. Okay. More than 10. And how long have you worked at
7 Atlantic Aviation?

8 A. Five and a half years.

9 Q. And what's your work schedule at Atlantic Aviation?

10 A. From Monday to Friday, from 9 to 5.

11 Q. Okay. And I know it's been a few months, but do you
12 remember on what day the accident airplane arrived at Atlantic,
13 and that would be YV1674?

14 A. Sunday, February 8, 2015.

15 Q. Okay, Sunday. Okay, and were you working overtime that
16 day or not working?

17 A. He was not working.

18 Q. Okay. Propeller change, what other maintenance was
19 performed on the airplane?

20 A. There was a remove and replacement of the windshield
21 panels.

22 Q. Okay. Do you remember how many seats were in the
23 airplane?

24 A. There's two for pilots and two for passengers.

25 Q. And when I refer to the -- when I say the operator or

1 the customer, I mean Aero Panamericano. Did the -- the autopilot
2 -- or was any work done on the autopilot?

3 A. They did report they had a problem with the autopilot,
4 but if it -- there was no work done on it.

5 Q. Okay. And we were looking through the records and
6 noticed that the customer had had several propeller changes over a
7 period of a couple years. Do you know if they had reported any
8 long-term problems or if they had been having any problems with
9 the propeller or propeller controls?

10 A. Okay, he says that they have. They did have problems
11 with that airplane before coming to our facility.

12 MS. SALAZAR: Regarding the propeller?

13 MR. BARITTO (through interpreter): Regarding the
14 propeller, the day before coming in.

15 BY MR. GRETZ:

16 Q. Okay, and what problems did they say they had?

17 A. They didn't have enough power or the correct power and
18 they didn't have enough pitch, pitch angle, angle.

19 Q. And again, I know it's been several months, but do you
20 remember what day -- it came in on February the 8th. Do you
21 remember what day that the propeller change was done?

22 A. On Monday, February 9th.

23 Q. Okay, and do you remember your sleep schedule on the
24 Sunday night prior to coming into work on Monday?

25 A. More than 8 hours.

1 Q. Okay. And how was the propeller change accomplished?
2 For example, is it a one-person job or a two-person job?

3 A. An assistant.

4 Q. Okay. And how long does it -- did it take?

5 A. It took a whole day, about 6 hours.

6 Q. Six.

7 A. By removing and then reinstalling and doing all the
8 runs.

9 Q. Okay, and is that normal? Is that about how long a
10 propeller change on a Beech 1900 takes?

11 A. Yes.

12 Q. I'm sorry, was that yes?

13 A. Yes.

14 Q. Okay. And what are the steps required to change the
15 propeller?

16 A. He followed item by item the maintenance manual for the
17 aircraft. He doesn't have it in his memory right now, but he
18 followed item by item.

19 Q. Okay, and did he have any problems or notice any
20 anomalies with the hardware, with the propeller, or any problems
21 with the installation?

22 A. No, not at all. Everything was okay, and even they had
23 new bolts. New bolts.

24 Q. Okay, and how long have you worked on Beech 1900s?

25 A. Twenty-six years.

1 Q. Okay, and what would be a rough estimate of the number
2 of propeller changes you've done on Beech 1900s?

3 MS. SALAZAR: More than 100? More than --

4 MR. BARITTO (through interpreter): Maybe 200.

5 BY MR. GRETZ:

6 Q. Okay, and in this, this propeller change, did you run
7 into any problems or interruptions or anything?

8 A. Okay. No, there was no interruption and everything went
9 by the manual.

10 Q. Okay. And how is your work checked?

11 A. Okay, it's all -- again, it's all according to the
12 manual, but he checks that everything is correctly installed and
13 then there's a performance check where he checks mainly power and
14 pitch angle.

15 Q. Okay, and on the work order there were initials TMA,
16 like Tango-Mike-Alpha. So we weren't sure if that was like a
17 supervisor that checks the work as well?

18 A. Okay, that -- those initials stand for *tecnico de*
19 *mantenimiento aeronautica*, which is aeronautical maintenance
20 technician, and that is his title.

21 Q. Oh, okay. Okay, I was confused. I'm sorry.

22 And then the -- what final inspection and operation
23 check is performed on the propeller?

24 A. Okay, so the final is the one that we spoke about
25 before. It was power, performance, and leak checks, and all the

1 power settings on the right, including the angles, on the right
2 angles, the parameters.

3 Q. The -- did you mean the right angles or the right
4 engine?

5 A. The right angles.

6 Q. Oh, the correct angles. Okay. And how long does that
7 operation check usually take?

8 A. Between 30 and 40 minutes, 3-0, 4-0.

9 Q. And Mr. Baritto mentioned that he referenced the
10 maintenance manual. Is that the Beech 1900 maintenance manual
11 from Beech?

12 A. Yes, Beechcraft 1900 Maintenance Manual.

13 Q. Okay. And how was the dynamic balance of the propeller
14 installation determined?

15 A. Oh, they -- it was not done because it was not needed.

16 Q. Okay. And the -- to do the propeller replacement, do
17 you have to alter the engine or propeller controls?

18 MR. GOLDSTEIN: Inside the cockpit?

19 MR. GRETZ: The controls connecting to the, to the
20 propeller.

21 MS. SALAZAR: Can you repeat the question, Mr. Gretz?

22 MR. GRETZ: Sure, and maybe it's not clear.

23 BY MR. GRETZ:

24 Q. Do you have to alter the engine or -- to change out the
25 propeller?

1 A. He needs to disconnect, not to alter in any other way.

2 Q. And it's just -- is it the -- just the propeller control
3 or is there anything else that needs to be disconnected?

4 A. The beta arm only.

5 Q. Oh, just the beta arm. Okay. And the -- when the beta
6 arm's removed, was the carbon block replaced with a new one or is
7 it the same carbon block?

8 A. Yes, the carbon block was replaced.

9 Q. Okay. And did you have any problems removing or
10 replacing the beta arm?

11 A. There was no problem in removing and replacing the beta
12 arm.

13 Q. Okay, and do you remember if the -- was the beta arm
14 replaced below the guide or above it?

15 A. Under the guide.

16 Q. Okay. And my last question, you mentioned that the
17 customer had been complaining -- I just want to make sure I
18 clarify this correctly. The customer, before they brought the
19 airplane in, they were complaining about problems with the
20 propeller with regards to getting the correct power and the
21 correct pitch out of the propellers. Were they more specific or
22 is that just their general complaint?

23 A. That was their general complaint. There was nothing
24 more.

25 MR. GRETZ: Okay. That's all I can think of. Do -- can

1 you folks think of anything or is there any question I should've
2 asked that I didn't?

3 MR. GOLDSTEIN: Any clarification you want to make?

4 MS. SALAZAR: Other than the standard procedure was
5 followed, Mr. Baritto doesn't have any other questions or any
6 other concerns.

7 MR. GRETZ: Okay, let me turn off the recorder.

8 (Whereupon, 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: CRASH OF YV1674, A BEECHCRAFT
 1900C, AT MIAMI EXECUTIVE AIRPORT
 FEBRUARY 11, 2015
 Telephone Interview of Jose Baritto

DOCKET NUMBER: ERA12FA129

PLACE:

DATE: July 1, 2015

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.

Kristi Lewnes
Transcriber