

October 17, 2019

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1 FIRE AND PUBLIC SAFETY COMMISSION
 2 COUNTY OF MAUI
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 7 TRANSCRIPT OF PROCEEDINGS
 8 REGULAR MEETING
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 13 Held at Maui Fire Department Prevention Bureau, 313
 14 Manea Place, Wailuku, Hawaii, commencing at 10:04 a.m., on
 15 October 15th, 2019.
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 20 REPORTED BY: SANDRA J. GRAN, RPR/CSR #424
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1 (October 15th, 2019, 10:04 a.m.)
 2 * * *
 3 CHAIR MISAKI: Good morning. I'm going to start the
 4 meeting. (Gavel.) It's 10:05 and I want to call the meeting
 5 to order.
 6 So the second item on the agenda is to take roll
 7 call. Kyle Ginoza.
 8 VICE CHAIR GINOZA: Here.
 9 CHAIR MISAKI: Linda's absent today.
 10 Jack Freitas.
 11 COMMISSIONER FREITAS: Here.
 12 CHAIR MISAKI: Travis Tancayo.
 13 COMMISSIONER TANCAYO: Here.
 14 CHAIR MISAKI: Gregg Lundberg.
 15 COMMISSIONER LUNDBERG: Here.
 16 CHAIR MISAKI: Dwight Burns.
 17 COMMISSIONER BURNS: Here.
 18 CHAIR MISAKI: Lisa Vares.
 19 COMMISSIONER VARES: Here.
 20 CHAIR MISAKI: Donna Sterling.
 21 COMMISSIONER STERLING: Here.
 22 CHAIR MISAKI: And thank you guys for emailing Jill
 23 back. In the future you're going to be -- and I want to
 24 introduce Richelle Wakamatsu, so you'll be answering her
 25 emails in the future.

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1 ATTENDANCE
 2 COMMISSION MEMBERS PRESENT:
 3 Edwin Misaki, Chair
 4 Kyle Ginoza, Vice-Chair
 5 Jack Freitas, Member
 6 Travis Tancayo, Member
 7 Gregg Lundberg, Member
 8 Dwight Burns, Member
 9 Lisa Vares, Member
 10 Donna Sterling, Member
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 13 STAFF:
 14 David Thyne, Fire Chief
 15 Bradford Ventura, Deputy Fire Chief
 16 Valeriano Martin, Assistant Fire Chief
 17 Richard Kawasaki, Assistant Fire Chief
 18 Jennifer Oana, Deputy Corporation Counsel
 19 Richelle Wakamatsu, Commission Secretary
 20 Misty Cordeiro, Office Operations Assistant
 21 Herman Andaya, Maui Emergency Management Agency
 22 Don Shearer, Director of Operations, Windward Aviation
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1 MS. WAKAMATSU: Hi.
 2 COMMISSIONER LUNDBERG: Welcome.
 3 MS. WAKAMATSU: Thank you.
 4 CHAIR MISAKI: The next item is the approval of
 5 minutes.
 6 COMMISSIONER FREITAS: So moved.
 7 CHAIR MISAKI: Jack moved.
 8 COMMISSIONER STERLING: Seconded.
 9 CHAIR MISAKI: Second. All those in favor?
 10 (Response.)
 11 CHAIR MISAKI: So who was the first to say second?
 12 COMMISSIONER: She was.
 13 THE REPORTER: Donna.
 14 CHAIR MISAKI: Donna. Okay. Thank you.
 15 Is there any public testimony today?
 16 (No response.)
 17 CHAIR MISAKI: I don't see anybody, so we can move
 18 on to MEMA.
 19 MEMA OFFICER ANDAYA: Mr. Chair, Members of the
 20 Commission, you have my report in front of you and I'll just
 21 give you a quick synopsis of this month.
 22 One thing that we did that was kind of a big
 23 exercise was the Complex Coordinated Terrorist Attack. This
 24 was done with a grant given by Homeland Security. We had all
 25 of our partners there including the fire department, we had a

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1 number of people from the fire department there. And this was
 2 an exercise where there was a number of attacks, terrorist
 3 attacks here on Maui, and we set up in several venues and we
 4 did a -- we did a tabletop exercise. What was interesting
 5 about this was we used what's called a sync matrix and so they
 6 chart out what we would do in a situation of a terrorist
 7 attack and we found that there was some disconnect between
 8 agencies, you know, we're not notifying each other of what's
 9 going on and things like that. And so this was a very, very
 10 valuable exercise for us, because we found that there were
 11 some -- there were some gaps and so we're addressing that
 12 right now. But this sync matrix was -- can be applied to not
 13 only like during a terrorist attack, but other events as well,
 14 and so we're gonna use that more in the future.

15 We did a number of presentations. The State of
 16 Hawaii is doing what's called a Hawaii Hazard Awareness
 17 Program and Resilience Program and we're going to do it out in
 18 Kihei, Kihei has agreed to take part in this program. So it's
 19 been a year-long program and this is where the community -- it
 20 teaches them to be more resilient when we're -- where their
 21 resources are, what to do in the event of an emergency, and
 22 also establishing CERT teams out there in Kihei. So the fire
 23 department is very instrumental in training CERT members.
 24 CERT is the Community Emergency Response Team, so they learn
 25 various skills from triage to, you know, other skills that

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1 could be used in the event of an emergency.
 2 Let's see. The last thing I want to talk about is
 3 the sirens and advisories. So I didn't list this in the
 4 report, but there was a false alarm, so I wanted to kind of
 5 brief you a little bit on that. It was -- it was an alarm
 6 that was triggered on Oahu by the Honolulu Police Department.
 7 So they were practicing, doing an exercise, and they
 8 accidentally sent out this alarm, this alert, so that's number
 9 one. But it was supposed to be just for Honolulu, for some
 10 reason, one of our sirens here on Maui, Kahului, also sounded,
 11 so we're still not sure why that was the case and so that's
 12 still under investigation.

13 We -- here on Maui, whenever our dispatchers -- so
 14 our dispatchers are our warning point, they can sound the
 15 alarm. And so usually they practice during -- during the
 16 first of the month, every now and -- they take turns, so we
 17 take turns, the state sounds it, we'll sound it, warning point
 18 will sound it so they have the opportunity to exercise that.
 19 And usually it's just, you know, a couple people in the
 20 fire -- police department that does that. In the case of
 21 Honolulu, all their dispatchers are required to know how to
 22 sound the alarm, sound the siren, their alert, so because of
 23 that, they take every opportunity to practice on a -- on the
 24 system, which is kind of scary because, you know, what if they
 25 accidentally sound the alert. Right? You know, because

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1 they're learning, they're learning how to do it. And so
 2 they're in the process of buying like a dummy computer, a
 3 dummy terminal with the software in it, so that way they can
 4 practice, you know, doing that, so we won't have that
 5 situation again.

6 The other thing that occurred, there was a high surf
 7 advisory that went out, that our office sent out, and for some
 8 reason, the alert went out, the text message went out, but for
 9 some reason a voicemail also went out, a call went out, and
 10 that shouldn't have happened. And so there was a recording,
 11 you know, there was someone from our office saying there's an
 12 alert, and then nothing after that. There's supposed to be a
 13 recording after that and there wasn't one afterwards. And so
 14 you probably read in the paper, like, Oh, false alarm on Maui.
 15 Well, there was no false alarm because there was -- there was
 16 a high surf advisory going on, but it was the -- it was the
 17 voicemail that shouldn't have gone out. And so we're still
 18 looking into why that occurred, we don't know, we're checking
 19 with our vendor, with Everbridge to see how that could've --
 20 that could've occurred.

21 Okay. That's all I have. Any questions?
 22 COMMISSIONER TANCAYO: Yes.
 23 MEMA OFFICER ANDAYA: Yes, Commissioner.
 24 COMMISSIONER TANCAYO: So the agencies that can
 25 activate the siren is Honolulu, Maui, and who was the third

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1 one that you said?
 2 MEMA OFFICER ANDAYA: So each of the -- each of the
 3 warning points can also sound it. So our warning point is
 4 dispatch, police dispatch, and the reason why they can do it
 5 is because we're not a 24-hour operation. So in the middle of
 6 the night, say there was an emergency, dispatch could sound
 7 it. So the reason why we have this redundancy is because in
 8 the event that Honolulu goes down and they can't sound the
 9 alert for whatever reason, then we can do it. So say their
 10 system goes down -- and this has happened before -- then we
 11 can, we can sound the alert for them.

12 COMMISSIONER TANCAYO: So is it -- is it the
 13 Honolulu emergency agency or is it their dispatch or both,
 14 both of those agencies can do it?

15 MEMA OFFICER ANDAYA: Both, both can. So Hawaii
 16 Warning Point is --

17 COMMISSIONER TANCAYO: Can you explain the warning
 18 point, what is the warning point?

19 MEMA OFFICER ANDAYA: So when I say -- so in HIEMA,
 20 Hawaii Emergency Management Agency, they have a 24-hour
 21 operation, so they have like three watches and there's like
 22 two or three guys, you know, in the watch and they're there
 23 constantly and they're considered a warning point. So they're
 24 monitoring, you know, if there's an earthquake, if there's a
 25 tsunami, then they're the ones who send out the alarm, so

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1 that's what -- that's what warning point is.
 2 COMMISSIONER TANCAYO: That's the official name,
 3 warning point?
 4 MEMA OFFICER ANDAYA: Yeah, yeah. And we're Maui
 5 EOC, and so Maui Warning Point would be dispatch for us,
 6 because they're the 24-hour operation on Maui.
 7 COMMISSIONER TANCAYO: Now, does all those other
 8 counties have that ability and tied into Oahu with --
 9 MEMA OFFICER ANDAYA: Yes. Yeah.
 10 COMMISSIONER TANCAYO: So Hawaii, Big Island --
 11 MEMA OFFICER ANDAYA: Yes.
 12 COMMISSIONER TANCAYO: Okay.
 13 MR. ANDAYA: So their warning point is their
 14 dispatch.
 15 COMMISSIONER TANCAYO: And they all have -- they all
 16 have the ability to go -- to have happen what happened to us
 17 with Honolulu being activated? They have the same
 18 vulnerability?
 19 MEMA OFFICER ANDAYA: Of being?
 20 COMMISSIONER TANCAYO: Being they activate it, our
 21 system.
 22 MEMA OFFICER ANDAYA: They could, yeah, because --
 23 yeah, they could activate --
 24 COMMISSIONER TANCAYO: Okay.
 25 MR. ANDAYA: -- you know, so --

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1 You know that situation where the false ballistic
 2 missile attack?
 3 COMMISSIONER TANCAYO: Mm-hmm. That was the
 4 warning --
 5 MR. ANDAYA: That was the Hawaii Warning Point that
 6 did that, so --
 7 COMMISSIONER TANCAYO: I never knew the technical
 8 name for that.
 9 MEMA OFFICER ANDAYA: It happened during a shift
 10 change -- shift change and the person decided to do an
 11 exercise and that's where it kind of, you know -- I guess the
 12 person thought it was a real -- a real event.
 13 COMMISSIONER LUNDBERG: I heard the visitor bureau
 14 sits in on the civil defense, you have what used to be Taro
 15 and now we've Sherri and Janet?
 16 MEMA OFFICER ANDAYA: Yes.
 17 COMMISSIONER LUNDBERG: And they were doing a report
 18 out to us on some of these last events and I guess there's
 19 some confusion on who's doing what postings and where they're
 20 being posted and who -- which department is supposed to do
 21 road and traffic, is it, you know -- is there a resolution or
 22 a plan to get that aligned? Because those advance warnings
 23 are so helpful when they all go out the way they should.
 24 MEMA OFFICER ANDAYA: That is a very good question
 25 and thank you for bringing that up. We are looking at

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1 improving that. So the road closures is police, police
 2 typically puts out road closures.
 3 COMMISSIONER LUNDBERG: They put out their --
 4 MEMA OFFICER ANDAYA: Yeah. They put it on their --
 5 they have their own system --
 6 COMMISSIONER LUNDBERG: It's not Maka Ala?
 7 MR. ANDAYA: It's not Maka Ala. So it sends a text
 8 message to everybody.
 9 COMMISSIONER LUNDBERG: Oy.
 10 MR. ANDAYA: The reason why we do that is because,
 11 again, we're not a 24-hour operation, so if a road closure
 12 occurs at two o'clock in the morning, they can quickly --
 13 COMMISSIONER LUNDBERG: Get the message out.
 14 MEMA OFFICER ANDAYA: -- get the message out to
 15 everybody. And so during an emergency, we rely on them to
 16 send out that kind of messaging as well. Well, my
 17 understanding is that day during the brush fire, they were
 18 inundated with phone calls and so they weren't able to put out
 19 those types of alerts, as was noted in the paper.
 20 COMMISSIONER LUNDBERG: But, see, the bad part was
 21 that if they'd gotten the messages out, maybe they wouldn't
 22 have been inundated --
 23 MEMA OFFICER ANDAYA: Yeah, that's true.
 24 COMMISSIONER LUNDBERG: -- with calls from the
 25 public.

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1 MR. ANDAYA: That is true, yeah, that's very true,
 2 you know, so --
 3 COMMISSIONER LUNDBERG: 'Cause we left the public
 4 no -- no choice but to call.
 5 MEMA OFFICER ANDAYA: Yeah, that's very true. And
 6 so -- so that's something that we're looking at our protocols
 7 and seeing, you know, like I -- I mentioned to our staff,
 8 maybe we should also put out -- or amplify like road closure
 9 messaging only during emergencies. So where they're in the
 10 EOC, we can also put out that type of -- that type of alerts
 11 through Maka Ala, so that's another -- that's another way.
 12 But I'm -- I think we have to relook, like, at a number of
 13 things, even -- like even radio.
 14 I've been hearing a lot of -- whenever there's an
 15 emergency, I hear a lot on the radio, information, but there's
 16 been concerns that not enough is --
 17 COMMISSIONER LUNDBERG: Not enough.
 18 MEMA OFFICER ANDAYA: Yeah, not enough is coming on
 19 the radio. It's kind of -- I'm not sure like what radio
 20 stations people are listening to, but the ones I've been
 21 listening to, I mean, I get the information, you know. So
 22 things like that, but, yeah, there's -- we're calling meetings
 23 with various of our partners and we're gonna try and find a
 24 way to get the information out to everyone.
 25 It was -- I also participated in a meeting and some

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1 of -- oh, someone from fire -- no, fire wasn't there,
2 actually. It was with the airlines, the airport, and the
3 hotels, various hotels, various members of the hotel industry
4 and whatnot, and so we talked about how we can get the word
5 out sooner. You know, there was someone who complained in the
6 newspaper.

7 COMMISSIONER STERLING: I saw that.

8 MEMA OFFICER ANDAYA: You saw that? Yeah. So they
9 said, Oh, the fire started at nine o'clock? The fire started
10 at nine o'clock and you guys didn't do anything until, you
11 know, late in the afternoon, so -- well, the reason why is
12 because there was no emergency at nine o'clock in the morning.

13 You know, there's brush fires all the time that occur, but it
14 was about 10:00 or so, that's when Chief Martin said, Hey,
15 let's -- there's a potential, so he came down to our office.

16 We were -- at that point we went to what's called an enhanced
17 alert state, a level 2 activation, but still no emergency,
18 yeah, so -- and from that point we were monitoring, but it
19 wasn't until late afternoon, that's when we went into partial
20 activation and then it became an emergency and that's when we
21 kind of really let people know, Hey, there's an emergency.

22 So that's -- that's kind of dilemma now for us, like
23 when do we start telling the hotels and the airlines that, you
24 know, there's an emergency? Or not that there's an
25 emergency --

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1 had police, we had fire there, we were monitoring the
2 situation, but, you know, we weren't going to call an
3 emergency yet, you know. But we're working with the hotels
4 and the -- you know, maybe we can -- we can give them some,
5 you know, information beforehand.

6 I know that Janet Tamura --

7 COMMISSIONER LUNDBERG: Yeah.

8 MR. ANDAYA: Is that right?

9 COMMISSIONER LUNDBERG: Kuwahara.

10 MEMA OFFICER ANDAYA: Yeah, Janet Kuwahara, she --
11 she's with the Maui Visitors Bureau as well with the hotel
12 security association.

13 COMMISSIONER LUNDBERG: Yes.

14 MEMA OFFICER ANDAYA: So I see all of her messaging
15 that goes out.

16 COMMISSIONER LUNDBERG: Oh, you do?

17 MEMA OFFICER ANDAYA: Yeah. Yeah, she puts me on
18 her --

19 COMMISSIONER LUNDBERG: Distribution.

20 MEMA OFFICER ANDAYA: -- distribution list, so --
21 which is great, 'cause she, you know -- and that's her job,
22 that's -- because she has a seat in the -- in the EOC, her
23 role is to be a liaison because us and the visitors, visitor
24 industry, you know, so --

25 COMMISSIONER LUNDBERG: That's good.

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1 COMMISSIONER LUNDBERG: That we're open or closed.

2 MEMA OFFICER ANDAYA: -- that there's a brush fire.

3 COMMISSIONER LUNDBERG: And when you tell us the
4 roads are open and when it's closed and when it's safe,
5 that --

6 MEMA OFFICER ANDAYA: Yeah, but that happens -- I
7 mean, the road closes for a few minutes, you know, or even ten
8 minutes or whatever, do we still -- should we still inform,
9 you know. So we have to figure that out, like at what point
10 do we pull the trigger, you know. We don't -- 'cause if you
11 do it the other way, if we let the public know every single
12 time a road closes or there's a fire and blah, blah, blah,
13 then they're gonna say that's too much. Why are you telling
14 me about all this little fires and all this and that? You
15 know, so we kind of have to --

16 COMMISSIONER LUNDBERG: I don't think there's an
17 exact answer.

18 MEMA OFFICER ANDAYA: Yeah, there isn't and that's
19 the dilemma, you know.

20 COMMISSIONER LUNDBERG: Yeah.

21 MR. ANDAYA: But I can tell you, we're not gonna --
22 we're not gonna flinch at nine o'clock when the fire started
23 and start to worry about, you know -- I mean, that's -- it
24 wasn't an emergency at that point, as the guy, you know -- we
25 were -- we were in the EOC, though. We were in the EOC, we

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1 MEMA OFFICER ANDAYA: Yeah.

2 CHAIR MISAKI: Thank you, Herman.

3 Oh, sorry.

4 VICE CHAIR GINOZA: One more. You know on the
5 Monday sirens, I know there's two categories, one, your
6 volunteer didn't -- wasn't there to hear it and then one that
7 there was no siren, what -- what is being done to remediate
8 that situation where there is no siren?

9 MEMA OFFICER ANDAYA: Yeah, that's a good question
10 too. So the sirens, as I've reported before, is -- that's
11 maintained by the state. So they maintain the siren, so we
12 report that to the state, we let them know that the siren is
13 down, and then it's up to them to come in and, you know --

14 VICE CHAIR GINOZA: So it might be years ago later
15 when they get a CIP project that they actually do it, or is it
16 a priority for them to remediate that?

17 MEMA OFFICER ANDAYA: So what often happens is
18 they'll come down -- they come down once a month, they come
19 down, they look at a siren and say, Oh, yeah, we need to get
20 this part. And so they go and order the part and they come
21 back down, they put the part in, it still doesn't work and
22 it's like, Oh, you know what, we need this other part. So,
23 you know, whatever the case is, yeah. So I've -- during my
24 administrators meetings with all the administrators throughout
25 the state, I brought this up, like why not just put -- situate

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1 someone on Maui, you know, situate someone one Maui, because
 2 we have these issues and so it would be good to constantly
 3 maintain our systems, you know, and -- so that --
 4 VICE CHAIR GINOZA: So do you have an idea of how
 5 long it takes, typically, to fix it? I mean, is it like
 6 months or years --
 7 MEMA OFFICER ANDAYA: Maybe months.
 8 VICE CHAIR GINOZA: -- that people are without --
 9 MEMA OFFICER ANDAYA: Maybe months. You know, some
 10 we've changed out, so, like you said, it's a CIP project,
 11 we've changed out. And then we have to go through the whole
 12 retirement process to do that, you know, so -- yeah, but, you
 13 know, sirens, really -- and I've talked about this before,
 14 sirens is kind of a last resort kind of thing, you know.
 15 Really where you want the sirens is at the beaches where
 16 people may not have their cellphones on them and, you know, we
 17 want to quickly -- like in case there's a locally generated
 18 tsunami, a tsunami coming, then we can, you know -- but for
 19 the most part, people don't get their information from sirens,
 20 yeah, it's mostly Maka Ala is the --
 21 VICE CHAIR GINOZA: Yeah.
 22 MR. ANDAYA: So I've been told, the administrator
 23 from HIEMA has told me before that the sirens really is a last
 24 resort, so -- so we're not very -- I mean, I'm not that
 25 concerned. What I'm more concerned with is that our sirens on

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1 the coastline is working.
 2 CHAIR MISAKI: Those are the main ones, yeah.
 3 MEMA OFFICER ANDAYA: Those are the main ones
 4 because in case, you know, people are at the beach, we want to
 5 get them off the beach quickly.
 6 CHAIR MISAKI: Especially because of tsunami threat,
 7 yeah.
 8 MR. ANDAYA: Right, right.
 9 VICE CHAIR GINOZA: Well, I just wasn't sure which
 10 these were.
 11 MR. ANDAYA: Yeah.
 12 VICE CHAIR GINOZA: Are these like the coastal ones
 13 or are these like in the boonies at --
 14 MEMA OFFICER ANDAYA: Some of them are in the
 15 boonies, some of them are in coastlines where like there's not
 16 many people. Like, for instance, as an example, in Hana,
 17 there's like one like -- I can't remember the name of the
 18 beach, but it's on the end, you know, where there's very
 19 little people that go, you know.
 20 COMMISSIONER STERLING: Hamoa.
 21 COMMISSIONER TANCAYO: Hamoa.
 22 MEMA OFFICER ANDAYA: Hamoa. So we have an issue
 23 there, you know, but we've -- like I said, I -- we tell HIEMA
 24 about it and that's the most we can do.
 25 VICE CHAIR GINOZA: Okay. Thank you.

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1 CHAIR MISAKI: Thanks, Herman.
 2 MEMA OFFICER ANDAYA: Thank you.
 3 CHAIR MISAKI: I want to move on to the fire
 4 department report. Chief.
 5 CHIEF THYNE: Thanks, Chair. Okay. So following
 6 the agenda, just a quick reference on the two reports that you
 7 have. The incident report that's in front of you, you'll
 8 notice a drop in wild fire incidents, wildland incidents,
 9 which is typical. For this commission, you probably recognize
 10 the fact that as we get trending out of the summer months and
 11 the hot, although we're still in some heat, there's maybe a
 12 little bit more moisture in the air and we kind of trend down
 13 in our incidents for wildlands, but then we kind of get an
 14 up -- a little bit of an uplift in ocean-rescue related calls
 15 and things of that nature because of the surf conditions
 16 and -- and then that, of course, is always tied into our
 17 visitor counts as well. Right? We know in the summertime,
 18 high visitor season, trails off in the fall, picks up again in
 19 the winter as the snowbirds start coming our way and visitors
 20 from -- when the mainland gets cold and things like that. So
 21 you'll see these trends start happening, if you get more
 22 familiar with this report, and that's typical for us, but we
 23 still pay attention and make sure that our folks are trained
 24 in those various disciplines at the right time of the year
 25 versus having them retain that and then try to deal with it

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1 ten months later type of thing. So we pay attention to that
 2 incident report, but you'll see those trends happening.
 3 As far as the training report, those are typically
 4 the drills and skills that are required to maintain our
 5 competencies, but three of the things I wanted to highlight
 6 for this particular -- since we saw you last on September 11th
 7 is we did a complete assessment of our MECO facilities on all
 8 islands. And what that means is our Maui Electric generating
 9 and power plants. We have our companies go through and get
 10 familiarized with the equipment, what hazards are present
 11 there, and so they know -- in the middle of the night or
 12 whenever they get called, they're familiar with the property
 13 and the hazards that are present on the generating facilities
 14 for Maui Electric.
 15 Another highlight for this particular past month was
 16 our wildland firefighting and emissions training and we also
 17 had a dozer operator class that was done. Chief Kawasaki did
 18 a great work in coordinating that with some of our private
 19 contractors. We had some mainland instructors come in that
 20 have a vast experience in wildland firefighting and so they
 21 worked closely with Chief Kawasaki, a couple of our battalion
 22 chiefs, and helped integrate our dozer operators into, you
 23 know, the do's and don'ts and things like fire behavior and
 24 kind of the technical side of it as far as what fire does, how
 25 it moves on the landscape, what wind direction can do, slope

1 and aspect can do. Obviously, they -- we're not gonna train
 2 them how to operate dozers, especially professionals like
 3 Goodfellow Brothers and other folks, but, you know, just an
 4 awareness of what fire behavior is and things that can happen
 5 and change real quickly on the fire ground. And they -- I
 6 think we had about 20 folks in there, Chief Kawasaki might
 7 speak to it a little bit more in detail, but it was well
 8 received and we're looking forward to continuing that
 9 hopefully on an annual basis, but as needed as well, so...

10 And then the last thing I have as far as training
 11 that's not indicated on your report is we do our annual
 12 requirement for CPR training and that's going on with all of
 13 our companies right now. It happens on all islands at all
 14 locations. It's a required training, so that's done annually.
 15 It is a two-year certification, but we do it annually just to
 16 make sure that everybody stays up to date 'cause that's one of
 17 our primary types of calls we go to.

18 So that's it on training. As I look at these
 19 gentlemen and I talk about department highlights, typically,
 20 you know, I think in my opinion our highlights are our
 21 firefighters and ocean rescue personnel that are out there on
 22 the front lines, that's really the highlights that -- for you
 23 as a commission. They're out there getting it done. Our job
 24 is to make sure they have what they need, they're trained to
 25 the capabilities they need to be trained to, and to support

1 them in whatever way -- whichever way we can.
 2 So that's all I'm gonna say about the department
 3 highlights other than one of our major highlights is in the
 4 room with us and he's speaking at the end and that's Don
 5 Shearer. He's truly one of the guys that is out there,
 6 cutting edge on operations with our aircraft, and he's gonna
 7 talk a little bit about that as we move through the agenda,
 8 but I do want to thank him for being here today as well.
 9 Getting into the mayor and county interaction,
 10 you'll see budget, budget, budget. Jack and I were talking at
 11 the beginning, Commissioner Freitas, it's that time of year,
 12 it's budget, it's what we -- now as we transition into the
 13 holidays, we have to present our budget to the mayor, so
 14 you'll see a lot of those meetings I have jotted down here was
 15 related to the budget and we're going to continue that. As we
 16 get our preparation, Chief Martin kind of heads that up for us
 17 with our business administrator, Cindy Kawashima. When we put
 18 that package together, it will be proposed to the mayor, which
 19 is the first step, we'll make sure you folks get a look at
 20 that and have an understanding of what we're requesting, what
 21 our thought process is, what our justifications are. So as we
 22 come down that first stage of the journey and then as you see,
 23 as you know, the second stage is getting approved by counsel
 24 once it comes out the other side of the mayor's approval. So
 25 we'll keep you up to date on that, so that's -- those three,

1 four, five items I listed there were related to budget. So
 2 any questions you may have, we can go into detail as needed.

3 We did have some questions on the -- a big push, I
 4 think, for the mayor as well as the council is affordable
 5 housing. And I think for all of us, probably, in this room,
 6 there's somebody we know that's in a situation that could be
 7 better served by more affordable housing. So that's a
 8 constant back and forth that we have. Our folks down at the
 9 end of the hall here in fire prevention and upstairs with
 10 Captain Haake, they shoulder that load because they're the
 11 most adept in the fire code, they're our subject matter
 12 experts. I would hate to be up there misquoting something or
 13 "I've gotta get back to you" type of thing, I don't think
 14 that's a professional approach from our perspective. Let's
 15 put the people in the room that are -- that are doing that on
 16 a daily basis and are the best reference for these folks that
 17 have the questions at the council. So that's what's
 18 referenced there.

19 Lieutenant Vaas and AC Martin also attended. He's
 20 spent many years in prevention, so he always advocates towards
 21 going up there to support the folks that are in testifying and
 22 answering questions by the council, so we thank Chief Martin
 23 that as well.

24 Consumer fireworks is becoming, obviously, a thing
 25 that, you know, they're trying to restrict them a little bit

1 more. You know, a lot of people think, you know, there's a --
 2 is there a -- there's a -- there's a possibility we can effect
 3 change by restricting those products from getting in. We
 4 don't have, necessarily, an issue, I think, with the legal
 5 fireworks, I think it's the illegal ones that find their way
 6 in. And so Councilmember Lee, as you see referenced here,
 7 has -- is working with her committee on trying to figure out
 8 solutions on limiting the amount of fireworks that get into
 9 our communities and a lot of that I would not go too far out
 10 on a limb in saying is basically illegal to be here. And so
 11 they're trying to figure out how to make maritime ordinances
 12 and different things to stop things from coming through,
 13 potentially coming through the ports or harbors or -- so if I
 14 hear anything on that, I'll update you, but that's just a
 15 footnote on that, so...

16 CHAIR MISAKI: It scares me to know that we're
 17 trying to prevent terrorism and then yet fireworks get
 18 through.

19 (Laughter.)

20 CHIEF THYNE: Yeah, yeah. It's a -- it's a big deal
 21 and we take it seriously, I don't mean to belittle it, but
 22 it's -- the laws are gonna have to change and there's gonna
 23 have to be more restriction because, you know, there's not a
 24 whole lot we can do as far as from the fire service side, you
 25 know, from the fire department.

1 COMMISSIONER FREITAS: A little bit more enforcement
 2 too.
 3 CHIEF THYNE: Yes, correct. I agree.
 4 CHAIR MIA SAKI: More dogs at the docks.
 5 CHIEF THYNE: I agree.
 6 And then I just jotted down some year-to-date fire
 7 statistics for you. I'm gonna try to update those on a
 8 regular basis for your report. If you choose to, you know,
 9 file it in the circular fire -- file as you walk out, that's
 10 entirely up to you, but I did want to kind of give an idea for
 11 you on the wildland-related calls that we had. And you'll see
 12 that obviously there was an upward trend over the course of --
 13 Councilmember Sinenci actually had this question forwarded to
 14 us -- not forwarded, transmitted to us and he wanted an
 15 official report back. I'm not sure exactly why, he just
 16 requested the information, so I figured that would be good to
 17 share with you folks as well. So you'll see that there was a
 18 41 percent increase year to date, so it was a busy fire season
 19 for us, so...
 20 Commissioner Freitas and I were chatting at the
 21 beginning of the meeting and, you're correct, we're gonna have
 22 to ask for a budget amendment, we are underfunded based on
 23 this uptick in wildland fires, but we're still working on
 24 those numbers and we're working with the budget office to make
 25 sure that our, you know, t's are crossed, i's are dotted, and

1 the decimal point's in the right place, and we're requesting
 2 the right funding that we need to make it through the rest of
 3 the fiscal year based on the current tempo we're going on. So
 4 that's a hard number to really come to, you can imagine. We
 5 could go on the year-to-date actuals and say, This is what we
 6 spent for the first three months, but we all know that first
 7 months is July, August, and September, that's wildland months,
 8 right, that's the summer season, kids are out of school,
 9 things happen, the land is dry. We get into the winter
 10 months, it typically slows down. But then if we don't ask,
 11 then all of a sudden we still run out of money, so it's kind
 12 of poho, if we don't have a method to it, what we're trending
 13 towards is basically asking, This is what we spent on tempo,
 14 it will -- we're gonna stay within the procurement laws. If
 15 we don't spend it, then we're giving it back, you know, kind
 16 of thing. So we'll get those numbers to you as we move along
 17 the process. I don't have those exact numbers right now, but
 18 we're computing all of those as we speak, so...
 19 We did get from former Commissioner Archie Kalepa,
 20 you'll see referenced in the Miscellaneous, he's done a good
 21 work of -- as a konohiki for Olukai to get our ocean safety
 22 personnel all footwear to, you know, basically get the brand
 23 out there, but also it's great that we get a new pair of
 24 slippers every year. And, obviously, we know the guys on
 25 beach wear -- that's their footwear, right, so they're very

1 thankful for that and we appreciate it as well.
 2 We did meet with -- we are looking into drones.
 3 Chief Ventura is kind of heading up that project with a couple
 4 of our grant writers and other folks. Kauai has a fairly
 5 established program at this point in time. At the last state
 6 fire council meeting I spent some time over there. They have
 7 three drones in their fleet, they have certified pilots, they
 8 have all of the different things that you need to get the
 9 program started. They're willing to come here if we need to
 10 use them, which we may do just to see what practicality it has
 11 for us. We think, just off the top of our heads, it's
 12 probably gonna be a good thing, but if we see it in action and
 13 see how the battery life is and the winds and all of the
 14 different things and how it interacts or limits our pilots,
 15 which are our primary air resource. So we've gotta figure out
 16 how all that works. We may not jump fully into the program
 17 until we bring Kauai over and see how we can integrate in the
 18 training ground and potentially if we have an extended
 19 incident, how they can assist us before we move forward. But
 20 we did have a presentation from one of the contractors and
 21 we're gonna follow up with them and see where we can go.
 22 I did go to the salary commission, Vice
 23 Commissioner -- Vice Chair, rather, Ginoza and I went and
 24 answered some questions and we'll see where that goes. I just
 25 was honest with them as far as the pay scale and the inversion

1 between -- it's typical, I think, of the police department,
 2 the fire department, your assistant chiefs, your battalion
 3 chiefs; folks that can get overtime make way more than the
 4 director of the department, which is the chief, and that's
 5 just -- that's just how it is. So whether they change that or
 6 adjust it or do whatever is entirely up to them. I didn't beg
 7 them for a raise, just so you folks know, so...
 8 (Laughter.)
 9 CHIEF THYNE: I talked to Mark Vaught, we did
 10 advocate for water in the reservoirs for firefighting. You
 11 know, the whole stream diversion thing, I don't wanna get into
 12 that, that's not my place. It was more towards Mark asked for
 13 support for, you know, water in the reservoirs for
 14 firefighting, and I said, Absolutely, I can support that. I
 15 also support, you know, if they have water dedicated for
 16 farming to plant crops, 'cause that means that we don't have
 17 brush and wildland fuels. But I said, I'm not gonna get into
 18 the debate on should there be water in the streams and the
 19 taro farmers and all of those things. I have a personal
 20 opinion about that, but that's not what -- when I'm wearing
 21 this badge, that's not -- that doesn't need to be said, so --
 22 Anyway, so we're working also on the relief vehicle
 23 project, you see. We're working on the SCBA program, we're
 24 transitioning from one brand to the other. Trying to bring
 25 Molokai up to our current product, which is called MSA. I

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1 don't think I need to go into more detail, I'll answer
 2 questions if you'd like, but we transitioned from a certain
 3 brand to another brand, they don't come together. And so because
 4 of Molokai's -- I don't want to say seclusion, but separation
 5 from Maui and being able to support the current product that
 6 we have, the older version, now we're transitioning them to
 7 the newer version, they're getting their own fill station that
 8 will be compatible, and so we'll be all one type of model,
 9 which is called MSA. So it's working, it -- don't feel that
 10 there's any jeopardy to the Molokai folks. It's a brand that
 11 we've used for 20 years, Trav, 30, I don't know how many
 12 years, but this is the new model we're going with and we're
 13 bringing them up to speed as well -- or up to the same type of
 14 a deal.

15 These other stuff really doesn't -- fixed asset
 16 summary is something we'll hopefully present to you in the
 17 near future. What we want to do is basically have a financial
 18 snapshot of each and every one of our facilities from
 19 Station 1 that's in Wailuku to Station 14, which is in Wailea,
 20 and all the things in between, whether it be the mechanic
 21 shop, whether it be the maintenance facility, whether it be
 22 the training ground, whether it be ocean safety towers, and we
 23 want to have a replacement plan for each and every thing
 24 within that.

25 We think that that's a good fiscal budgeting effort,

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1 but it also gives us and you an idea on what we're gonna need
 2 to ask for every year in our budget because we -- you know,
 3 it's a unique thing when we have to sit before council and ask
 4 for mattresses, you know, ten to 20 mattresses a year. I
 5 mean, which other department asks for mattresses? Right?
 6 Maybe the police department, 'cause they've got 'em in their
 7 holding cells, but it's not something that's typical. And so
 8 it wraps them around the axle a lot of times because it's --
 9 and we ask for kitchen stoves and washer/dryers and things
 10 like that and they have no concept because no other department
 11 has to ask for those types of things. So we feel if we can
 12 lay out a plan that shows them, you know, when these
 13 replacement schedules make sense based on manufacturer
 14 recommendations and use and wear. I mean, most of our
 15 stations, you're cooking three meals a day for anywhere from
 16 five to 20 people, that's a lot of meals that are coming out
 17 of a stove or an oven and it's a lot of use and it's not
 18 typical. So we want to put that together as well as
 19 commingled with all of our, you know, fire equipment and
 20 protective equipment and really provide them with a financial
 21 snapshot. So that's our fixed asset summary there that's
 22 referenced.

23 We're trying to track fires related to homeless
 24 camps, that's -- we felt the best thing was to put
 25 encampments, just to not offend anybody. Houseless/homeless,

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1 we didn't want to get into that argument or discussion, so
 2 we're just calling it encampment fires. And we just want to
 3 kind of identify how many of those there are, if that's known
 4 to be the cause, which is becoming more -- not often, but it's
 5 becoming more and more, let's put it that way. So we want to
 6 get an idea of that.

7 And Maalaea mauka fire, we all -- what we just
 8 talked about, you know, with Herman and the road closures and
 9 stuff, so that was a big incident that we had to deal with.

10 Fire cause determination, we're trying to work
 11 with Maui Electric and identify -- I know a lot of you folks
 12 have probably seen in California with PGE and the shutting
 13 down of power in areas and whatnot and -- and we're not
 14 saying, necessarily, that that's for sure what caused the
 15 fires. Obviously, if we can determine that, we are gonna
 16 say that, but we're -- we're trying to work with Maui
 17 Electric to identify, Do you have a system in place that
 18 shows a power outage or a situation on that particular pole?
 19 Is the time and date stamp, is the location available?
 20 Because then if we can kind of cross-reference that by when
 21 we get a fire dispatch call, we can start doing some, you
 22 know, determination, if you will, or at least some more
 23 investigation. Because a lot of times we -- well, to date,
 24 we don't get that information and most of us would feel in
 25 this day and age, in the year 2019, that that's readily

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1 available somewhere on a computer terminal or in a report.

2 COMMISSIONER TANCAYO: My thoughts is they wouldn't
 3 want to release that information.

4 CHIEF THYNE: Well, and that's quite possibly true,
 5 but the task of us as a department is determining fire cause,
 6 right, it's in our charter. And so, you know, we're just
 7 asking. If they're not gonna wanna provide that information,
 8 then we'll ask others if there's other mechanisms that we can
 9 request or processes we can go through to get that
 10 information. If this body or another body of authority says,
 11 Don't worry about it, be quiet, sit on your hands, then I'll
 12 do that. But we are tasked with determining cause and
 13 limiting threats to our communities and that's what we want to
 14 ask of them and we'll just see where that goes. So as that
 15 moves through the process, I'll keep you updated. We sent a
 16 request and we'll see where it goes, so...

17 And then the cost of government commission -- and
 18 I'm glad Lisa's still here, as the leader of the TIG or PIG or
 19 whatever that group is called. They basically asked me to
 20 come in and they wanted to talk about, you know, how we reduce
 21 costs, threats to the community, and all those types of
 22 things. So I spent about an hour and a half with the folks at
 23 the cost of government commission and we talked about charging
 24 for rescues and different kind of things that have come up in
 25 the past and I provided them with my view points on plus or

1 minuses in those categories. And one of the things as we
 2 wound down the homestretch was they said, Is there anything
 3 that we can do to assist you or the fire commission in any
 4 way, shape, or form? And I says, Well, they have this
 5 committee that was -- or PIG or TIG that was formed that's
 6 working on public education and getting information out. And
 7 they said, Anything we can do, please tell them to contact us.
 8 COMMISSIONER VARES: That's great.
 9 CHAIR MISAKI: Sorry to interrupt, but I think we're
 10 missing page 5 in our report.
 11 CHIEF THYNE: Oh, I just added some things that I --
 12 so we send this out like two weeks ahead of time.
 13 CHAIR MISAKI: Yeah.
 14 CHIEF THYNE: So as things happen between the two
 15 weeks and now, I just jotted down a couple of additional
 16 things, so --
 17 CHAIR MISAKI: Okay.
 18 CHIEF THYNE: I can give an updated one if you want
 19 to, but --
 20 CHAIR MISAKI: No, that's okay.
 21 MS. OANA: Well, at the next meeting --
 22 CHIEF THYNE: Yeah, that's fine.
 23 MS. OANA: Anything new, you can pass it out.
 24 CHIEF THYNE: Yeah. 'Cause we -- Jill makes --
 25 well, Jill has asked us to provide it like, you know, two

1 weeks ahead to you guys and there's a lot of things that
 2 happen between the two weeks. So I just sat down the other
 3 day and just read through my notes and jotted a few more
 4 things down. I can print them up again.
 5 CHAIR MISAKI: So just bring copies next time.
 6 CHIEF THYNE: That's fine.
 7 CHAIR MISAKI: Yeah. Thank you.
 8 CHIEF THYNE: You bet. That's all I have.
 9 CHAIR MISAKI: Any questions for the chief?
 10 (No response.)
 11 CHAIR MISAKI: Okay. Chief Ventura.
 12 DEPUTY CHIEF VENTURA: All right. Good morning.
 13 COMMISSIONERS: Good morning.
 14 CHIEF VENTURA: On my report you guys will see the
 15 familiar items that I talk about. Interviews were kind of
 16 quiet this past month. We did interview for our
 17 maintenance -- inventory maintenance technician, which is our
 18 warehouse personnel. So that's been a position that's been
 19 vacant for several months, we recategorized it with DPS,
 20 personnel services, and we finally got a list and we
 21 interviewed and we sent out letters this week. So we're
 22 hoping to hear back from the candidate that got the position
 23 that they'll take it so that we can kind of get that warehouse
 24 back on track.
 25 Our health and safety bureau, which is manned by

1 three people and have all of our health and safety
 2 responsibilities, has been taking care of the warehouse, so
 3 you know, they're doing double work in there, but they've been
 4 doing a good job, a great job, I should say, but now they're
 5 gonna get some help.
 6 The department improvement committee, you know,
 7 we've always got an ear to the ground, we want to listen to
 8 what our members have to say and so we've been working on some
 9 of the recommendations that have come in to our office. Chief
 10 Thyne has mentioned about the drone program. You know, with
 11 all the Amanda Eller searches and the, you know, recon'ing
 12 that we've borrowed drones for, the drone program that we're
 13 looking at is being supported by council as well as mayor, so
 14 we're hoping to get something off the ground in this coming
 15 budget.
 16 There's a software program we identified. Rescue,
 17 our rescue members wanted something that they could kind of
 18 like track their tracks as they go through the forest and
 19 whatnot, so we identified a program and then we got it out to
 20 them so they could run it and test it and kind of know more or
 21 less where they've searched when they're on foot doing
 22 searches. So they're testing that right now.
 23 And then we have a system called Everbridge and what
 24 we use that for is to notify people of either normal, everyday
 25 shortages of manpower or an emergency callout for big fires,

1 tsunamis, whatever the case may be. And we just split --
 2 basically there's two different kinds of people or more in our
 3 department, but like a captain is not gonna be available to
 4 take a Firefighter 1 position at eight o'clock in the morning,
 5 so he doesn't wanna know about all the manpower shortages.
 6 But if we have an emergency callout, then he'd wanna get that
 7 emergency text, so that he knows, Hey, there's work to be
 8 done, I can go in as a captain, sit on a relief vehicle and
 9 then go to the call. So we just kind of created two groups in
 10 Everbridge and we're gathering everybody's information from
 11 the whole department, which takes Richelle quite a bit of time
 12 to get everybody to be compliant with sending in their
 13 requests. And then once she gets that done, then she can work
 14 with our other secretary, Chas, to create the groups. So that
 15 was a request that came through improvement committee as well.
 16 Union interactions, it's a pretty quiet month for
 17 the most part. That safety committee meeting that's listed
 18 there as Bullet 1 was postponed because of the Maalaea fire,
 19 so that'll be coming up in the next week or so.
 20 We try to meet with the union and administration
 21 quarterly to have a nice little safety meeting, see if there's
 22 any issues, if the issues are a equipment thing, a training
 23 thing, or a facility thing that we need to repair. We just
 24 have so many eyes out there and so we try to gather that
 25 information and get it back from them.

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1 VICE CHAIR GINOZA: When does the current contract
2 end?
3 DEPUTY CHIEF VENTURA: It was a two-year contract
4 that started this past July 1st.
5 VICE CHAIR GINOZA: Okay.
6 DEPUTY CHIEF VENTURA: So we're looking at --
7 CHAIR MISAKI: 2021.
8 ASSISTANT CHIEF MARTIN: -- 2021, yeah. So, yeah,
9 we'll be redoing negotiations again in about a year.
10 HGEA is -- currently, I think they're past the
11 negotiations, I think they're gonna go to arbitration in
12 January for our lifeguards, so that's that. We've been
13 working with them on lots of little things. You know, we
14 don't have a policy book yet, so we're trying to get that
15 done, trying to get their approval so that everybody's on the
16 same page and everybody knows what we expect out of them and
17 what they're expected to do, so that's been an arduous task to
18 get that done.
19 And transmittals from the public, so October is our
20 Fire Prevention Month, so our prevention bureau is really busy
21 doing public outreach. On top of that, our stations are very
22 busy receiving station visits, everything from preschools to
23 Boy Scout groups and anything in between. So we've reached
24 out to, you know, thousands of kids over this month, by the
25 end. Lots of kids coming through the station, especially

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1 Kahului. They like the multicompany stations 'cause if there
2 is an alarm and the truck has to leave, there's still somebody
3 there that can give the kids the rest of the tour. So that
4 makes sense that it's at Kahului, but sometimes we end up with
5 six buses at Kahului in a day, so it's a lot of traffic for
6 that little station.
7 Transmittals from the public, mostly positive this
8 month, that I can remember. People wandering into fire
9 stations needing rings cut off. Our battalion chief up at
10 ocean safety BC helped her get that off of her finger one day.
11 Department of Air Force was gracious, they're
12 located up at the top of Lipoa Street in Kihei above the tech
13 park and we had an active fire there last month, so they
14 were -- sent us a letter in appreciation for what we protected
15 in their millions and millions of dollars of assets they have
16 at their location.
17 We got a phone call to the office a couple weeks
18 ago, a family member of a group that we rescued off of Black
19 Rock, it was a whole family that got swept out, so between our
20 ocean safety and our fire department members, we were able to
21 put people in the water and get everybody back to shore
22 safely, so they called to say thank you.
23 We had a kite surfer out in Paia get into trouble.
24 And, you know, we always wanna make sure that these messages
25 get back to the guys. Like the chief was saying, the real

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1 success of our department happens daily, hourly out at the
2 men's level, so we try to get these messages that we receive
3 in the office back to them, so, you know, they feel good about
4 what they're doing and know that they're appreciated.
5 We've been going to a lot of the budget meetings, so
6 just -- with Herman as well we've been attending, listening to
7 the public, see what they think they need and what they want
8 to recommend for us and how they can support us when it comes
9 time for budget. So we've been talking to a lot of the public
10 about budget things.
11 And that's all I have as far as my report goes. Any
12 questions?
13 COMMISSIONER LUNDBERG: Chief.
14 DEPUTY CHIEF VENTURA: Mm-hmm.
15 COMMISSIONER LUNDBERG: How's the overtime looking?
16 We've had a couple of big fires that have sucked up some
17 overtime.
18 DEPUTY CHIEF VENTURA: Yeah, we're definitely --
19 like chief alluded to, we're gonna calculated all that and go
20 in for a budget amendment.
21 COMMISSIONER LUNDBERG: Right.
22 DEPUTY CHIEF VENTURA: So we're definitely gonna be
23 short on our budget. We always build in premium pay, is what
24 they call it, and that kind of -- that's all of our overtime
25 and our night differential and that sort of thing that is from

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1 unexpected fires or how we would manage vacancies and
2 backfill. But this year was an usually high year.
3 COMMISSIONER LUNDBERG: You had a couple of big
4 ones.
5 ASSISTANT CHIEF MARTIN: So, yeah, we definitely
6 went through a lot of the premium pay quickly.
7 COMMISSIONER LUNDBERG: Okay. Thank you.
8 CHAIR MISAKI: Thank you, Chief.
9 Chief Kawasaki.
10 ASSISTANT CHIEF KAWASAKI: Good morning, everybody.
11 So on that handout I made -- I was gone for most of the month
12 of September, I think worked two and a half days only, but --
13 (Laughter.)
14 ASSISTANT CHIEF KAWASAKI: But as you can see, most
15 of our calls are -- brush fire calls have dropped for
16 September, we just had a couple of small ones. We had a lot
17 of ocean and mountain rescues that Don probably was involved
18 with, keeping them busy when there's no fires. But, anyway,
19 so we did have that Maalaea fire the day I got back, I was
20 sitting on the airplane at one o'clock and saw the smoke and
21 did shift to wildland fire.
22 Next section on our standard operating guidelines,
23 for those of you who don't know what it is, it's just a manual
24 that's seven hundred something pages long that just gives the
25 guys some direction on how to do everything we do, you know,

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1 from -- all the way from administrator stuff to calls, you
 2 know, emergency stuff. So that, we do have a revision process
 3 that goes along all year round. It is a working document, so
 4 if something needs to be revised right away, we do so. If
 5 not, we get input from the guys, we do a committee. So that
 6 just got pushed out earlier this month, it was supposed to be
 7 done except July 1st, but we were a little bit behind on that.
 8 But, anyway, it's out, the revised one is out.

9 Apparatus committee, so we have a bunch of new
 10 vehicles that we've been awarded for this year, so the three
 11 main ones are Engine 1, Mini 1, and Engine 3, so those are out
 12 being -- the spec is out being built. The rest of them have
 13 already gone out to bid, so we'll be getting out those out
 14 shortly, probably by end of month for bidding.

15 Training, you know, as chief already talked a little
 16 bit about training, but we did have the dozer class. I'll be
 17 happy to answer any questions about that. We did invite all
 18 of our main players from the public works and also private
 19 agencies to do a -- basically, a safety class for them so
 20 that, you know, we're all on the same page with the
 21 recommendations from them. They made a -- you know, they had
 22 a lot of dialogue between each agency, you know, with
 23 problems, issues, whatever they had. So I think that class
 24 was well received and I think we need it because they're so
 25 involved with what we need to know.

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1 Also, we are getting ready to run our agility test
 2 for the next recruit class, Recruit 36. I think that's coming
 3 up next month, the agility.

4 And ocean safety, you know, Jeff Giese, our new BC
 5 for ocean safety, is really busy on all of these policy and
 6 procedure, developing new things for ocean safety. He wants
 7 to create something like our standard operating guidelines and
 8 get that out for the ocean safety guys involved.

9 That's all I have. Any questions?

10 COMMISSIONER TANCAYO: Chief, the dozer class, did
 11 it basically go like the S130, around the safety stuff with
 12 the S130?

13 ASSISTANT CHIEF KAWASAKI: Yeah. We did some fire
 14 behavior with them. So basically it's our guys that have been
 15 teaching us, you know, for all these years with the fire and
 16 the ignition and stuff, so they sent over two guys. They had
 17 a, you know, curriculum built in, you know, because they're --
 18 that's what they do, you know, all year round for their fires,
 19 so they have -- they built the class, we stood -- you know, we
 20 sat in and provided input to tie their information to what we
 21 do here. The really good thing is they were here teaching our
 22 recruits when that Maalaea fire came, so they actually were
 23 with us, you know, at the fire, so they got to see firsthand
 24 what we deal with, so that was really good. But, yeah, they
 25 did some, you know, fire behavior things, safety, safety, you

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1 know, things and just working through agency working. And the
 2 biggest thing is communications, we identified that a lot of
 3 times they don't have our radios, so it's hard for us to get
 4 in touch with us -- with them or vice versa.

5 COMMISSIONER TANCAYO: The thing that I was
 6 concerned, just the safety zone, you know, establishing that
 7 and --

8 ASSISTANT CHIEF KAWASAKI: Yeah, yeah. So we did go
 9 over that with them.

10 COMMISSIONER TANCAYO: Thank you, Chief.

11 CHAIR MISAKI: What is MECO preplan?

12 ASSISTANT CHIEF KAWASAKI: Maui Electric, chief
 13 talked about that.

14 CHAIR MISAKI: Okay.

15 ASSISTANT CHIEF KAWASAKI: All the power plants. So
 16 all the stations that are -- that would be there first in
 17 response, they go to the Kahului one and the Maalaea one.

18 CHAIR MISAKI: Okay.

19 COMMISSIONER STERLING: I have a question. Can
 20 you -- can you explain how MECO, the lines and the wind, how
 21 does the fires ignite?

22 ASSISTANT CHIEF KAWASAKI: How does it arc? I don't
 23 know. I mean, obviously, you know, if the line breaks, you
 24 know, it hits the ground and it's a potential fire, but I
 25 think sometimes there's arcing that just happens with the line

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1 intact and, you know, the embers hit the ground and, you know,
 2 it takes off running from there.

3 COMMISSIONER TANCAYO: From what I understand, a lot
 4 of the lines are exposed, so they get rust and erosion on
 5 there and sometimes the flow, it starts to spark and arc on
 6 the surges.

7 ASSISTANT CHIEF KAWASAKI: Or, you know, again, you
 8 get a branch or a tree that blows, you know, and touches a
 9 branch on it and it'll burn and fall down.

10 COMMISSIONER VARES: They're spending -- Maui
 11 Electric is actually spending some time and attention
 12 maintaining a lot of the overgrown transmission lines, that's
 13 what -- that's our bread and butter, that's what we do.
 14 They're our biggest client and they're really -- I think
 15 they've probably doubled their budget on paying attention to
 16 at least the overgrown transmission line issue. I don't know
 17 anything about, you know, arcing or saltwater, but they are
 18 starting to really pay attention to it and invest in it, so
 19 that's good.

20 CHAIR MISAKI: So, Donna, there was an incident on
 21 Molokai where a piece of roofing iron hit the line and
 22 actually started a fire on Molokai.

23 COMMISSIONER STERLING: Wow.

24 CHAIR MISAKI: Yeah. That was the one by the
 25 bridge, yeah. So there's things that can happen to an exposed

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1 line, yeah.

2 COMMISSIONER STERLING: That's clear. Thank you.

3 It makes a visual.

4 Thank you, Chief.

5 CHAIR MISAKI: Yeah. And it was a piece of metal

6 roofing iron, so it conducted the -- you know.

7 Thank you, Chief.

8 ASSISTANT CHIEF KAWASAKI: Thank you.

9 CHAIR MISAKI: Chief Val.

10 ASSISTANT CHIEF MARTIN: Good morning.

11 COMMISSIONERS: Good morning.

12 ASSISTANT CHIEF MARTIN: You might have a handout

13 that says BC Admin. Support on it.

14 COMMISSIONERS: (Referring.)

15 ASSISTANT CHIEF MARTIN: And the first one is the

16 budget for FY '21. So next month in November we're going to

17 submit our budget, like the chief mentioned earlier. That

18 budget is gonna start next July. So we're in the process of

19 doing justifications, you know, explaining what we're gonna be

20 requesting and that copy will eventually come to the

21 commission that we looked at.

22 Part of that process too is making sure all of our

23 fire stations get inspected and see what type of big-ticket

24 items we might need to put into this budget sometimes to

25 repair, sometimes to paint, to fix, so on and so forth. So

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1 that's what we're busy doing right now for the next couple of

2 weeks.

3 The Haiku Fire Station property, we're looking at

4 clearing the property along the highway and the structures

5 that are there. That's the 27 acres by East Kuiaha Road,

6 yeah. And so that is still the responsibility of the county,

7 specifically the fire department, so we're trying to maintain

8 it and we're still looking at the possibility of building a

9 fire station there. And we do have some money in this budget

10 to do that assessment, so we've been working with a consultant

11 on that.

12 The mayor's office continues to help us. I can't

13 express enough -- Alan Murrat out of the mayor's office, he's

14 an engineer and he helps us with some of these big projects

15 that we really don't understand and -- how to operate, yeah.

16 One is the -- one is Lanai, you know, acquiring the property,

17 how do you subdivide, how do you properly zone it. You ask a

18 firefighter, we don't know how to do that kind of stuff, so

19 we've gotta get the experts, you know, involved to help us,

20 and he's been a tremendous help. So the Lanai one is still

21 going on. We do have some hurdles. It's gotta go through

22 land court and if we have like a right-of-way -- I wouldn't

23 wanna say an issue, but something that we need to address

24 before the next step, but it's moving along.

25 We did meet with Councilmember Rawlins about the

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1 future of the East Molokai fire station and we're still

2 looking at potential properties, but it's really -- it's

3 really hard to find a location on the east end. I know Chief

4 Ventura and I were discussing it and one of the challenges is

5 making sure that it's above the flood zone, above the tsunami

6 zone -- or not above, but out of the way of the flood zone and

7 above the tsunami zone, you know. And having it in the right

8 location, yeah, and we know the road going out to the east end

9 is all along the highway -- I mean, the road is along the

10 shoreline, so there's some challenges with that, but

11 they're -- we're still -- one thing I can say is that there's

12 definite good communication between the consultant, the fire

13 department, the mayor's office, and the council representative

14 from Molokai, so absolutely good communication. We haven't

15 really found the answer yet, but we're moving along.

16 We did have a West Maui Community Plan meeting that

17 Battalion Chief Kino attended on September 5th and that was to

18 explain how the fire department deals with emergencies,

19 specifically, you know, brush fires and other -- other

20 incidents that we have. He did a really good job. And that's

21 through the planning department, the planning department heads

22 the West Maui Community Plan. And we get requests every once

23 in a while for the department to attend these meetings and

24 they're for the community and they're in the evening,

25 generally, at the community centers.

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1 And recently we assisted MPD with some personal

2 protective equipment. They do have fire investigators, the

3 police department, but like the fire department, a lot of

4 their positions are transient, you know, you have a police

5 officer get promoted to sergeant, they get promoted to

6 lieutenant, so on and so forth. So just like us, we have

7 people that change, and so for many years our department has

8 assisted them with some of the personal protective equipment

9 because it is specialized and they do come out with us to the

10 fire scenes to do investigations. And our fire prevention

11 bureau leads the fire investigations and last quarter, which

12 would be July, August, and September, our fire prevention

13 bureau was called out 17 times to assist a fire truck at the

14 scene of an incident that they needed more intricate help with

15 looking deeper into how did -- how did this fire start.

16 So every fire that a fire truck goes to, there is a

17 fire investigator on board and it's the captain, you know,

18 it's his job. A lot of times we might go to a dumpster fire

19 or may go to a car fire or something else and he might be able

20 to solve it on their own. If not, then they'll call the fire

21 prevention bureau and we'll send out a fire investigator who's

22 on call 24 hours. So 17 times they were called out in a

23 three-month period, so we get about five, six a month, maybe,

24 they get called out, sometimes more. It comes in spurts.

25 Sometimes you get two, three in one day and then sometimes you

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1 won't get one for a week or so.
 2 One of the things that our department is doing, but
 3 I think also across the country is the big awareness with
 4 cancer, yeah, cancer prevention. It definitely wasn't an
 5 issue when I got in the department or I think any of the other
 6 chiefs here, but it's a really big issue now. And it's going
 7 to cost our department and the taxpayers more money, you know,
 8 going down and it -- that's okay, I mean, that's what we've
 9 gotta do. So one of it, one of the items are our turnouts.
 10 Our turnouts are expensive, one set is \$2,000, but we go into
 11 a fire now or into a house that's full of artificial products,
 12 plastics, and when they come out from the fire, we want to
 13 make sure that their turnouts are safe for them to take back
 14 to the station or to wear. So what we're trying to do now is
 15 launder in some of these, some of these fires that they go to.
 16 So there was a fire in Waiehu recently and we
 17 switched out turnouts for Kahului and Wailuku companies. We
 18 don't throw them away, we put take those turnouts and we put
 19 them in an industrial cleaner and extractors and we run them
 20 through and then we get back to them. But we've still gotta
 21 give them a second set so that they can continue their shift
 22 or go on. And we also have to get somebody from our health
 23 and safety bureau to come out and perform that, which is
 24 overtime collecting the set, you know, getting the second set
 25 ready, and then storing it, putting it become for the next

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1 incident to happen. So that's something that I see -- not
 2 just turnouts, but with all equipment and everything that
 3 we -- that we do is protecting yourself and especially not
 4 bringing that home to your family, yeah, that's a big, big
 5 issue now.
 6 And just a reminder, the Hawaii Fire Chiefs
 7 Association Conference is coming up December 5th through the
 8 7th on Oahu, commission members throughout the state do tend
 9 to come and attend and talk story. And at some conferences
 10 they do have a breakout session where commissioners from
 11 Kauai, Big Island, Maui, and Oahu, you know, will sit in, talk
 12 story, and maybe share some of the challenges each commission
 13 has. It's a good -- a good time to, you know, just talk and
 14 share, so every year we usually get one or two from each
 15 island that come. So that will be happening at the Four
 16 Seasons.
 17 COMMISSIONER VARES: If we wanted to find out more
 18 about that, is there like a website --
 19 ASSISTANT CHIEF MARTIN: Yeah.
 20 COMMISSIONER VARES: -- or a brochure with the spa
 21 services listed as well?
 22 ASSISTANT CHIEF MARTIN: You could just Google
 23 Hawaii Fire Chiefs Association and it'll come up with the
 24 website and then it'll have the registration information.
 25 COMMISSIONER VARES: And the buffet list.

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1 ASSISTANT CHIEF MARTIN: Maybe not the buffet list.
 2 (Laughter.)
 3 ASSISTANT CHIEF MARTIN: But it's all right there
 4 and you could go on and you can register.
 5 And our fire prevention bureau reviewed 604 plans or
 6 permits in the last three months, so that's about 200 plans a
 7 month that they review, some are big, some are small.
 8 And then our health and safety bureau, they're
 9 continuing to perform fit testing for our firefighters that
 10 are required annually. And as chief mentioned, our MSAs,
 11 which is our newer self-contained breathing apparatuses that
 12 are going out to the stations, we are gonna do Lanai -- in
 13 fact, the end of this week, today or tomorrow, we're doing
 14 some training over there, we're gonna switch them out. And
 15 then as chief mentioned, we're doing Molokai after that. But
 16 in this particular budget that we're preparing, we're going to
 17 put in for more SCBA packs because we don't have enough. It's
 18 a big ticket item. This project costs over a million dollars
 19 to switch out SCBAs for the whole department, so we didn't
 20 spend it all at one time, you know, we're -- we put together a
 21 \$500,000 federal grant for half of that and so now the other
 22 half over the last couple of fiscal years is what we're doing
 23 to fund the second half. So we're gonna put in a little over
 24 a hundred -- 125 bottles, close to 200,000 this particular
 25 budget that you might see when you get it. So we're going to

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1 need the support so we can roll that out to Molokai.
 2 And that's it. Any questions?
 3 CHAIR MISAKE: If there's no questions, let's take a
 4 five-minute break before we have Don come up to give his
 5 presentation.
 6 (Pause in Proceedings: 11:08 a.m.-11:15 a.m.)
 7 CHAIR MISAKE: Okay. I'd like to bring the meeting
 8 back to order. It's 11:15 here.
 9 And I first met Don in 1987, so we go way back.
 10 Actually, he was working for Pacific Helicopter at the time
 11 and then really got to know him in the 1988, the great
 12 Kaunakakai fire. And believe it or not, the landing spot for
 13 that fire was right in the middle of the Kaunakakai River,
 14 turns out the --
 15 MR. SHEARER: The Manila Camp, right.
 16 CHAIR MISAKE: The Manila Camp, yeah. Anyway, it's
 17 my pleasure to introduce Don Shearer from Windward Helicopter.
 18 MR. SHEARER: Thank you having me, it's an honor to
 19 be here. That's actually when I met my first mahu, by the
 20 way, when I was --
 21 (Laughter.)
 22 CHAIR MISAKE: That's off the record.
 23 (Laughter.)
 24 MR. SHEARER: I'm like, What's a mahu? It's pretty
 25 obvious, I turn this way and then I turn this way.

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1 (Laughter.)
 2 MR. SHEARER: But before I get started, does the
 3 governor know how to do the false alarm now and all that kind
 4 of stuff?
 5 MEMA OFFICER ANDAYA: I'm sure.
 6 MR. SHEARER: He's got it figured out or --
 7 (Laughter.)
 8 MR. SHEARER: I was just wondering.
 9 And then you guys know the police have a whole drone
 10 area; right?
 11 CHAIR MISAKI: Yeah.
 12 MR. SHEARER: Okay. I just wanna say one more
 13 thing, you might work with MECO in the capacity you mentioned,
 14 but -- so years ago MECO used to hire us once a quarter and we
 15 would survey every damn power line on this whole island and
 16 then we would develop a work order from that and we would
 17 repair everything and life would go on. They lost their
 18 direction about 15 or 20 years ago and they've only hired us
 19 when something breaks now, so that -- those two circuits that
 20 go to Lahaina, there's the mauka circuit which are those old
 21 poles that were wooden poles that were built probably in the
 22 '60s, maybe early '70s, and then there's that new one that we
 23 built back in about 2004, the steel structure, the poles that
 24 are really tall. Those are built to withstand 180-mile-an-
 25 hour wind, they're built to be hurricane proof. But those two

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1 other circuits that just old and broken down, I guarantee you
 2 that's how that fire started. There's no other way the fire
 3 could start up there. And so you need talk -- more than just
 4 talk to Maui Electric, you need to point to them, You guys
 5 know where the origin was and all you've gotta do is look
 6 right below the power line. All it takes is for the shield
 7 wire or the ground wire or one of the stanchions that hold --
 8 wires that hold the pole up vertically, if that comes loose
 9 and it vibrates, if it gets within about 10 feet of those main
 10 circuits, it's gonna arc and it's just gonna do nothing but
 11 create a bunch of crap below it and we're gonna be on the road
 12 with a big fire, you know, but --
 13 So, anyways, I'll go back to what I'm here for.
 14 (Laughter.)
 15 MR. SHEARER: So, yeah, I wanted to just talk a
 16 little bit where we were, where we are, and where I think we
 17 should go as a county and as a -- in the fire department's
 18 relativity with helicopters, especially, and how we do that.
 19 So between about '85 and -- well, actually, between '85 and
 20 the year 2000 we were called when needed. So I might be doing
 21 green harvest on the Big Island, I get a call, Hey, there's a
 22 helicopter that's crashed on Molokai, we've got people that
 23 are in the water, people that are injured, we need the
 24 helicopter to go find these people or effect a search, and
 25 then -- they would call me, I would leave Hilo, I'd leave the

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1 cops and go, Hey, I gotta go do a rescue, you know. So by the
 2 time I would get here -- or would get to the scene, it's two
 3 hours later, you know. Thank God we never lost anybody in all
 4 of that.
 5 But there were many times -- like Ronnie Lewis was
 6 attacked by a shark in Wailua down by Ke'Anae and it literally
 7 took us an hour and a half to get to him. You know, thank God
 8 somebody had a tourniquet around and this guys was such
 9 animal, he was able to survive that. So we went from
 10 situations like that where they would find me, I'd be on Kauai
 11 or the Big Island or Oahu and I would -- I'd get back here as
 12 quick as I could and we were able to support the county's
 13 needs with a very limited response with helicopters. And, of
 14 course, the population was less, but nobody had cellphones or
 15 video cameras. It was a wonderful time in my career, 'cause
 16 you could do anything you wanted.
 17 (Laughter.)
 18 MR. SHEARER: And it was a lot of fun. But then in
 19 2000 when Clay Ishikawa was the chief, we were able to get a
 20 dedicated helicopter to the County of Maui that was run by the
 21 fire department. So we have maintained that contract with the
 22 fire department since then, so we provide them with
 23 helicopter, with pilots, and maintenance. And so we can
 24 literally be dispatched within four minutes, you know. I
 25 mean, it's however long it takes to pull the helicopter out of

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1 the hangar, put your flight suit on, and get going. The
 2 contract says eight minutes and we didn't wanna spend too much
 3 time fighting over how long before we get airborne, 'cause we
 4 want to have a certain level of safety built into this where
 5 we don't just start going crazy to get in the air because of
 6 the contract or something, but -- so we have supported the
 7 county since 2000, August or September of 2000 to where we are
 8 today. And it's been a wonderful thing and you guys are
 9 probably well aware of all the things that we've been involved
 10 with, all the lives that we've saved, all the bodies we've
 11 found, all the situations we mitigated, and all the fires
 12 we've been a part of.
 13 We are responsible for four miles out from the
 14 shoreline of all the islands, so that's Kahoolawe and Lanai
 15 and Maui and Molokai. And so when you add up that area of
 16 land or surface area, it's about 5,000 square miles that we
 17 respond to with a little helicopter that carries three guys
 18 and a pilot and we can pick up 1500 pounds, so it's pretty
 19 limited in the scope of what we can do. We get a big
 20 situation and the most we could do is get four guys in there
 21 with the pilot and get to a -- to a situation or an incident
 22 or an accident, whatever it might be.
 23 But it's a lot over water, so here we are, we're
 24 flying a single-engine helicopter over all these waters, but
 25 the main thing that we're doing is we're picking up somebody,

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1 so we'll -- typically, a typical rescue is going to occur in
2 an area where we can't even land the helicopter next to where
3 the victim is. So we'll land the helicopter where we can land
4 the helicopter, we'll get our rescue guys out, deploy, they'll
5 hook up on the end of a hundred foot -- well, 75- to 250-foot
6 line, depending on the terrain and the -- and the situation
7 that we have to deal with, the obstacles. So we'll pick them
8 off the ground and we'll literally fly them through the air
9 suspended below the helicopter on the end of this line.

10 And then we get to where the victims are and we'll
11 drop off our rescue guys, they'll assess the situation, figure
12 out if we need more equipment, more guys, more whatever, and
13 then if we -- if we brought everything like we thought we
14 needed -- which is a big thing because it always changes, it's
15 never what you think. And so they'll determine if they can,
16 then they'll package the victim or the body and then we'll fly
17 them out, you know, repeating that process.

18 So we do all of that with a single-engine helicopter
19 and we've done it for years, we've gotten away with it for
20 years, but it's a concern that we -- we are starting to
21 develop more of a concern for as we've gotten older. You
22 know, I'm 61 years old now, so I have a different opinion than
23 I did when I was 27. Right?

24 COMMISSIONER FREITAS: You're a young guy.

25 MR. SHEARER: Well, I know I'm not 80, I know you're

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1 just retiring at 80. I'm done at about 65 or 70, guys.

2 (Laughter.)

3 MR. SHEARER: At any rate, so we're looking at
4 things a little differently. So we've been at this level with
5 this single-engine helicopter and we've had no issues. We've
6 had to pay attention, I've had to adjust the pay scales in my
7 company so people don't get in a situation of flying an
8 unworthy aircraft or get too influenced by the weather 'cause
9 they're not gonna paid get unless they fly and they get paid
10 the flight pay. So now everybody's on salary, so we've
11 eliminated a lot of those decisions that people would make
12 based on a paycheck.

13 You know, I consider some of the safest helicopter
14 aviation programs where somebody's really developed --
15 agencies on the mainland that have an unlimited budget --
16 well, nobody has an unlimited budget, but they've got plenty
17 of money and they're gonna get paid the same whether it flies
18 or it doesn't, but they still have things that happen. I
19 mean, things happen in aviation, things happen in your cars,
20 or things happen, period, so we've mitigated that.

21 And so we have this contract with the county, we
22 have a -- it's kind of a -- it's a fixed price, it's X amount
23 per month, and then when we take off and fly, we charge the
24 county \$450 an hour right now and that's how much it actually
25 costs for the gas, the oil -- there's 104 items on that

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1 helicopter that get thrown away or overhauled at the end of
2 their life, so that's called our component time. So the
3 component times, the gas and oil is about \$450 an hour, so
4 it's our cost. So we built little profit into this, into the
5 monthly minimum, and the county doesn't get overcharged.
6 Right? So they don't have to worry if the main gearbox screws
7 up or the tail gear box screws up or one main rotor blade gets
8 delaminated or if there's something wrong with the engine. So
9 I have all of those components on a shelf. We've got two
10 engines, two rotor heads, two transmission, we've got a set of
11 blades, we've got everything we need to support this contract
12 every single day.

13 In fact, if their helicopter breaks -- my helicopter
14 that I have contracted with them, if it breaks, I have one
15 hour to replace it with another helicopter equipped
16 identically with radios and everything, so it's a good thing
17 for the county. If they had their own helicopter, they would
18 have to have all these parts in storage. And the difference
19 is that if I can't support the contract, we don't make any
20 money, so, you know, no workie, no money. Right? And so we
21 don't get paid whether -- we've gotta perform, so I have to
22 spend the money to be able to support that, and that's the
23 thing that the county doesn't have to worry about.

24 You look at Big Island and Oahu and Kauai now, you
25 know, they have something go wrong with their aircraft --

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1 well, Oahu has had theirs down for almost four months right
2 now. They've got a bunch they slide into place, but for the
3 most part, they've always got something broken. So it's good
4 thing for the county. It's actually -- it's more cost
5 effective for them to do it the way they're doing it with us
6 than if they had their own aircraft, but --

7 So that's where we're at with what we have today.
8 And like I said, it's worked really good since I got involved
9 in 1985 to where we are today, so it's been a wonderful
10 relationship. I've gotten to know his dad and all these other
11 chiefs that have come and gone and it's been a wonderful thing
12 to have been a part of all the rescues and things that have
13 occurred in that whole career.

14 But so as I was -- getting back to what I was
15 mentioning a little bit earlier, you know, that -- so now
16 we're looking at -- so in the past we've done -- all this
17 power line work around the country has been done with single-
18 engine helicopters. So we've done basically the same thing
19 where we'll hall a repairman or technician up to a structure,
20 they'll get off the line, they'll hook into the structure,
21 they'll do whatever they need done, we'll bring in equipment
22 and supplies, and we'll just hopscotch guys in the
23 construction or the maintenance of power line -- the power
24 line industry from one structure to the next. And so that's
25 been all done with single-engine helicopters.

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1 But now the industry has switched to requiring
 2 multi-engine helicopters that have the ability to fly away on
 3 one engine if one engine fails. So let's just take for
 4 example my company has flown about 100,000 hours, in 100,000
 5 hours we've had three engine failures in my company. The
 6 national average is about five per 100,000 hours flown. And
 7 that's just something that's gonna happen, you know. We had
 8 one that occurred because we got contaminated fuel, which is a
 9 whole issue that related to human factors and we had a pilot
 10 that wasn't paying attention and inadvertently did that, so
 11 that's -- that's on me, but the other two that occurred
 12 were -- one was Rolls Royce overhauled our engine and at 16.4
 13 hours it blew up. Right? So they wrote me a nice check. I
 14 bought a house in Kula 200 with it.

15 (Laughter.)

16 MR. SHEARER: Which if you ever wonder how I got my
 17 house up there, that's how I did it. That's the truth.

18 (Laughter.)

19 MR. SHEARER: So those -- they can happen, those
 20 things can happen, and the power line industry has tried to
 21 mitigate that from occurring by having aircraft that can do
 22 the job safely. If one engine fails, they can still fly away
 23 and everybody lives another day and they fix the engine that
 24 failed and life goes on.

25 So, you know, the other thing that happens is

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1 everything we do on Maui, Molokai, or Lanai is all offshore,
 2 so we're offshore -- we don't have floats in the helicopter
 3 because they're too cumbersome, they weigh too much, and it
 4 doesn't give us the ability to look straight down when we're
 5 lowering a rescue guy or picking up a victim from the water or
 6 whatever might be. The pilot is actually looking straight
 7 down out the left side flying the helicopter, positioning the
 8 load. And I can literally put the load here or here, we have
 9 that kind of precision because we've got that much experience
 10 doing this, so it's a very controlled environment. You guys
 11 have probably seen us do that, I don't know, but --

12 So we don't have floats, we're offshore, and it --
 13 when we first got started, so we were all a little more
 14 gung-ho and we were going out to Kahoolawe and rescuing people
 15 that were trying to paddle from the mainland to China and shit
 16 that like and --

17 (Laughter.)

18 MR. SHEARER: And sun's going down and it's -- I
 19 never will forget this, 'cause -- there's a thing that's
 20 called compressor stall in helicopters. We've -- in a turbine
 21 engine, a compressor provides, you know, air into the
 22 combustion section and there will be a compressor stall out.
 23 It happens in every turbine engine every developed, there's a
 24 time that you will have a compressor stall out. And you'll
 25 hear it in an airplane, this popping sound.

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1 So I get over there, we've got this Chinese
 2 national, we're like eight miles off of Kahoolawe, we're
 3 like -- I don't even know where Maui is, you know, and I'm
 4 just -- we just had our rescue swimmer jump in, he's gotten
 5 into the rowboat of this guy and then we just deployed our net
 6 and then I get this compressor stall, which is like a half a
 7 second engine failure, it just goes like that and you hear it.
 8 Everybody's like, What's that?

9 I go, Oh, Jesus, it's a compressor stall. Right?
 10 It turned out later it was something related to the engine and
 11 we found it out, but there we were, you know, seven-eight
 12 miles offshore Kahoolawe, the sun's just kissing the horizon,
 13 we've got this guy, we don't have a hoist. So we've recovered
 14 this guy off this boat, now he's trying to get his computer so
 15 he can talk to us from Chinese to English and we can
 16 understand. We're like, Forget that shit. Get in the
 17 frickin' thing, you know.

18 (Laughter.)

19 MR. SHEARER: So we get this -- pick this guy up,
 20 now what do I do? I -- there's no place to land the
 21 helicopter, I've gotta fly all the way to Kahoolawe. I get to
 22 Kahoolawe, it's dark. We find a place to land, now we don't
 23 want this guy to get -- like run through the taro. I'm like,
 24 Throw the guy in the back. But we get to the guy, he's got
 25 this rag in his face, it's all covered in blood and saliva and

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1 shit, you know, then -- and I'm like, We can't put him in the
 2 back. I mean, that thing's gonna blow out into the tail
 3 rotor. So I'm like, Well, put the guy up front. So they
 4 got -- we don't have a seatbelt in the front, in the middle,
 5 we only have our captain up there. And so we've already
 6 exceeded our ability with the helicopter offshore and the --

7 So now we've got this guy next to me, this slimy guy
 8 that smells like -- you know.

9 (Laughter.)

10 MR. SHEARER: So I'm like, Call Wailea. He ain't
 11 goin' to Kahului, we're dropping him at Wailea.

12 (Laughter.)

13 MR. SHEARER: So we got -- Coco's up front and we've
 14 got Matt Hakiona and we've got Shane Adolfo in the back. We
 15 land at Wailea, Get this guy out of here. No seatbelt, no
 16 nothing. And so then we get rid of him, we come back.

17 But that's a perfect example of if we have a more
 18 capable aircraft -- we need to be equipped like the Coast
 19 Guard, that's twin engine, two pilots, auto hover, auto pilot,
 20 a hoist. If we had a hoist, we would've just hoisted down,
 21 grabbed the guy, put him in the back of the helicopter and fly
 22 on, you know. And we had no engine there. If we got a
 23 compressor stall in one, we've got the other one that will get
 24 us home, you know. So that's where I see the department
 25 going.

1 And then there's a lot of argument with multi-engine
 2 helicopters because now you've got just one tail rotor, which
 3 we all only have, you've got this really complex combining
 4 gear box that takes the power from two engines and converts it
 5 into basically one engine in the main rotor gear box that
 6 drives the rotor system. You have the same electrical system,
 7 you have the same fuel system, but we've eliminated this
 8 engine that's running at 56,000 r.p.m., so, you know -- but
 9 now we have two, so now we're like, Oh, we have more chance of
 10 one failing if you've got two. So you can sit here and argue
 11 the whole thing many different ways.

12 COMMISSIONER FREITAS: The big creates its own wind
 13 right?

14 MR. SHEARER: Huh?

15 COMMISSIONER FERNANDEZ: When you're fighting fires,
 16 the blades are bigger, so it creates its own wind; right?

17 MR. SHEARER: Oh, yeah, yeah, yeah. So we -- that's
 18 a whole 'nother thing. You know, it's a more capable
 19 aircraft, instead of us leaving the hangar with 108 gallons in
 20 the water bucket, we're able to leave the hangar with a 300-
 21 gallon water bucket and in the right hands, somebody that does
 22 this routinely, daily, all the time, 300 gallons of water
 23 compared to 100 is going to change the whole complexity and
 24 whole fire behavior. It's gonna respond within minutes. I
 25 mean, we're sitting -- the helicopter's parked right there at

1 the hangar right now, there's a water bucket hooked up on it.
 2 It works, 'cause I'm the guy, yeah, I try it, make sure it
 3 works. We could be out there in two shakes. But if it's
 4 blowing 30 or 40 and then you've got the wind blowing over
 5 West Maui down to McGregor's, it's accelerated down to 45 or
 6 something, and we're not gonna get it. We're not gonna get it
 7 with one bucket that's 108 gallons. We're gonna need multiple
 8 helicopters. And then you put in water's a mile away or more
 9 and then we're just watching this thing, we're kind of
 10 steering it. So that would be an advantage there. You've
 11 got --

12 COMMISSIONER LUNDBERG: Hey, Don.

13 MR. SHEARER: Yeah.

14 COMMISSIONER LUNDBERG: So the twins are
 15 significantly more expensive.

16 MR. SHEARER: Absolutely.

17 COMMISSIONER LUNDBERG: From an operating costs and
 18 from a --

19 MR. SHEARER: All of the above, yeah.

20 COMMISSIONER LUNDBERG: What would that do to our
 21 budget here?

22 MR. SHEARER: It'd blow it out of the water. And
 23 the other thing is I can't make a living with that helicopter
 24 in my other business, you know, my primary business, so the
 25 county would probably -- unless I was -- unless a private

1 operator would be able to get maybe a five-year contract, you
 2 know, maybe possibly justify the expense of a much more
 3 capable aircraft. But if you're looking at 2.2 to 2.5
 4 million. I've already done the research, I compared ten
 5 helicopters, we compared --

6 COMMISSIONER LUNDBERG: M90s again?

7 MR. SHEARER: Oh, no. No. Well, we looked at the
 8 MD 902. We compared ten helicopters based on price and
 9 performance and the one helicopter that stood out is called a
 10 BK 117B2 and you can convert it to a D2 with these big engines
 11 and that's the one that we would want. It's the BK 117D2 and
 12 they're 2.2 to 2.5 million. But that doesn't leave anything
 13 else on the table, that doesn't leave any spare, that doesn't
 14 leave a rotor head, that doesn't leave a blade, that doesn't
 15 even leave all the little gaskets we change when we change the
 16 oil, you know.

17 COMMISSIONER VARES: Is it still a single pilot?

18 MR. SHEARER: It could be, yeah, still a single
 19 pilot. So it's --

20 COMMISSIONER LUNDBERG: The nice thing is that you
 21 can put two pilots --

22 MR. SHEARER: You can put two pilots.

23 COMMISSIONER LUNDBERG: You could an overnight at --
 24 overnight ferrying. It's always better to have two.

25 MR. SHEARER: Right. And we'd have night vision

1 goggles and all that stuff.

2 Right now we don't fly at night. I don't know if
 3 you guys knew that. We stopped all-night operations because
 4 half these damn calls we were going on we were looking for
 5 Joey, who was with his girlfriend instead of with his wife.

6 (Laughter.)

7 MR. SHEARER: And it just got to be absolutely
 8 ridiculous. And we would depart with what's called a night
 9 sun, so we had this 30 million candle power search light,
 10 which is fun as hell and we got in trouble with it. We were
 11 doing a search in Kipahulu and -- all these guys are retired,
 12 so I won't even say any names, but they're like, Hey, Don,
 13 let's go find my wife in Haiku, let's shine the light on her.

14 (Laughter.)

15 MR. SHEARER: It's only 11 o'clock at night, what
 16 the hell? (Laughter.)

17 MR. SHEARER: We don't know where -- I mean, do you
 18 know West Kuiaha is and Kauhiko? You know where that is at
 19 night when you can't see shit? No, you don't know where that
 20 is.

21 (Laughter.)

22 MR. SHEARER: So by the time you shine this light
 23 all over the planet of Haiku, Oh, no, this is East Kuiaha.

24 (Laughter.)

25 MR. SHEARER: And by the time you find Ben Bland's

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1 wife, we've spooked a horse that runs through a corral that
 2 cost the county \$20,000. Tom Morrow's being an idiot, he got
 3 us -- he beat us up in the council. So the wife got us into
 4 more trouble than it ever helped.
 5 (Laughter.)
 6 MR. SHEARER: And then the other thing that happened
 7 in a more -- much more serious tone and note is night in
 8 Hawaii is the most scary damn thing you'll ever be exposed to
 9 ever when you're in the air. Right? You look at the
 10 statistics for night operations and it just -- if it goes on
 11 the scale of one to ten, it's about an eight or a nine. Night
 12 alone as opposed to day is eight or a nine. Day is two to
 13 three. You know, risk management, if you're looking at a risk
 14 assessment of what we're gonna go do and look at night -- the
 15 Coast Guard's had two fatal accidents at night, the military's
 16 had four fatal accidents at night in Hawaii, and there's been
 17 countless private pilots and professional pilots in accidents
 18 at night in Hawaii. It's not the kind of place you want to
 19 be. Right?
 20 It can be done safely, but you have to have limits
 21 and you need two pilots; you need night vision goggles; you
 22 need an aircraft that's capable and equipped to fly through
 23 instrument conditions, that means the pilot can maneuver the
 24 helicopter safely solely by reference to the instruments and
 25 with no visual outside reference at all, it's all by

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1 instrument flight. So, yeah, so that would enhance our
 2 ability to do things at night. So right now we've
 3 identified --
 4 So then we went into this thing where, Well, what's
 5 first light? What's last light? So we had some chiefs that
 6 thought it was light when he could look up and see that it was
 7 light, but we could look down, we couldn't see the power lines
 8 where he was standing and all that stuff. So then we
 9 developed first light is we take morning civil twilight, we
 10 add ten minutes and that's first light; and at the end of the
 11 day, last light is evening civil twilight and subtract ten
 12 minutes and that's our operational period that we defined in
 13 the contract. So the fire department has a board at the
 14 station and it says who the pilot is on duty, what is the
 15 actual time for first light and last light, and that's how
 16 we've curbed the night operations within the county. It's
 17 scary.
 18 And reason that we went to that is I was doing some
 19 training with one of my pilots, we were offshore Kihei, we
 20 were at night, and he turned from Kihei off to his left
 21 towards Kahoolawe to the black bowl out there, and next thing
 22 you know we've rolled over into a 90 degree turn, the nose
 23 dropped 20 degrees, and we're heading for the water, and I had
 24 to recover the aircraft. And that's when I realized that we
 25 have to break this down to the lowest common denominator of

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1 our whole program and so I was -- it took years to convince
 2 these guys -- not these guys, their predecessors.
 3 CHIEF THYNE: Thank you.
 4 MR. SHEARER: I mean, you have firemen --
 5 (Laughter.)
 6 MR. SHEARER: You've got firemen running through
 7 burning buildings with all this shit on it, you know, and the
 8 things falling down and it's on fire, try to tell, Oh, we
 9 don't wanna fly at night anymore.
 10 (Laughter.)
 11 MR. SHEARER: You can imagine what that was like for
 12 me. And we had to go through corp counsel, we had to
 13 recompute the contract, and it just -- it was a long, arduous
 14 process to convince these guys that we didn't wanna fly at
 15 night anymore, it's just not worth it. So now if something
 16 happens after-hours, they'll try to accomplish it on foot or
 17 through ground means, and then we will be there at first light
 18 and we'll get them the following morning. And we do get a
 19 number of first light flights throughout the years.
 20 COMMISSIONER VARES: Don.
 21 MR. SHEARER: Yeah.
 22 COMMISSIONER VARES: I know your pilots are just
 23 topnotch. If you were go up to B2, would you be able to
 24 transfer up those same pilots or are they starting to time out
 25 and just --

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1 MR. SHEARER: Well, so like I'm the oldest one, I'm
 2 61, Pete's like 55, Duke's like -- Duke's retired three times
 3 and been back and forth, you know.
 4 COMMISSIONER VARES: I know, right.
 5 MR. SHEARER: 'Cause he likes Oregon and he has a
 6 real estate problem, so he's gotta pay his bills to get rid of
 7 his real estate problem, but --
 8 And so right now, I'm -- I hate to even say this,
 9 but I'm gonna get into tours so I can build up these younger
 10 guys that are thirty-somethings and build them into this
 11 program so I have a pool of guys, 'cause we're all getting old
 12 and we're all running out of -- running out of time. But
 13 there is a transition. Like, you know, for -- like this
 14 contract here, we made this damn thing so hard, I can't -- I
 15 have a problem finding guys that meet the requirements. You
 16 have 500 hours of make and model of the helicopter that we
 17 have on this contract to be on the contract, you have to have
 18 flown in Hawaii for six months, you have to have 100 hours of
 19 experience hauling something below the helicopter on the end
 20 of a hundred-foot line, you have to be able to know where you
 21 are. I mean, people come here from America --
 22 (Laughter.)
 23 MR. SHEARER: And I was one of them and I would just
 24 share this with you: I came here, I'd never been to Hawaii in
 25 my life, the guy did one flight with me around Maui and he

1 left. So I'm sitting at the airport one day and I call the
2 Kahului tower, I could hardly say Kahului, I go, Yeah, I wanna
3 go to that valley that starts with an I, it's about five miles
4 west of us.

5 And the guy goes, Iao?

6 And I go, Yeah, that one. I wanna go there.

7 (Laughter.)

8 MR. SHEARER: There's a hell of a transition to
9 bring a pilot that knows what the hell he's doing and bring
10 him here and have him say Haleakala or Hana or whatever, I
11 mean, it's crazy. And then you have to introduce him to the
12 fire department and it's the first time he's ever seen a
13 laulau in his life or something like that.

14 (Laughter.)

15 MR. SHEARER: I mean, these guys are brutal as hell.
16 I had this guy from Sweden, you see him drop an ice cube on
17 the floor and he didn't pick it up. Holy crap.

18 (Laughter.)

19 MR. SHEARER: That -- that in itself is TC and
20 there -- so like there was this cultural learning curve that
21 goes on. And so I need to bring guys that have been in
22 Hawaii, that understands the mannerisms, the culture, how to
23 treat people, how to be respectful and humble and shut your
24 mouth when you should and -- there's a big transition. You
25 could be the best pilot in the world, I have some really good

1 surety and what I'm comfortable with.

2 But, you know, I'm glad to have this, I'm glad to be
3 here, and that's -- in a nutshell, that's kind of where I
4 think the department should go. You can argue it, we could go
5 back and forth about if you got a bigger helicopter, now
6 you're putting that much more air down. A lot of these places
7 where we pick up people up, bamboo forest, we're having to
8 maneuver the rope in between branches and bamboo and -- and if
9 you have much more rotor wash coming down, it's just gonna
10 break branches and -- so you're gonna have to be higher up
11 away from it and -- so there's some procedural issues that
12 will be involved in a much bigger helicopter. You know, and
13 then plus, these little B500, I mean, you guys have seen them,
14 I mean, you can park the thing right here, you know. You only
15 need an eight-foot section with the skids. So we've landed
16 all over Hana Highway, all the bridges. The thing can handle
17 a 17-degree slope, so we can land on slopes. Ed's been in
18 these helicopters, you know, for thirty-something years, so --
19 it's a very capable aircraft.

20 CHAIR MISAKI: Yeah.

21 MR. SHEARER: But I could talk all day about this.

22 COMMISSIONER STERLING: Don, I have a question.

23 MR. SHEARER: Yeah.

24 COMMISSIONER STERLING: How many -- in your
25 inventory, how many 500s do you have?

1 guys, but some of them couldn't work on A watch 'cause Frank
2 Tan was there and some of them don't work with Rory
3 Macadangdang and -- so I'm trying to schedule this fight,
4 schedule a pilot for these days, Oh, well, he can't with work
5 with him and He doesn't like him and -- oh, my God.

6 (Laughter.)

7 MR. SHEARER: So there's it's a huge -- it's a huge
8 deal and it's really hard on a guy like me and so we're -- so
9 we're constantly struggling with how do I get this going and
10 how do I keep it alive and so --

11 COMMISSIONER VARES: Pilots.

12 MR. SHEARER: We're gonna start tours to get
13 people's experience built up in the aircraft that we have and
14 then slowly I'll take the best of the best and then slowly
15 transition them into -- this is like our most coveted account.
16 I know everybody's fathers, mothers, kids, wives. I mean, I
17 love these guys and the last thing I'm gonna do is make a
18 stupid decision because of putting the wrong guy in there. I
19 learned that lesson years ago. You know, we had a helicopter
20 sit on the ground and you put the wrong guy in there -- my
21 deductible if the blades are spinning is 40 grand on
22 insurance. So it takes a long time to make \$40,000 in profit
23 in my industry, so I could sit that helicopter for six months
24 and put the wrong guy in it, you know, so we -- I've learned a
25 lot of these lessons throughout time and it's just a level of

1 MR. SHEARER: So we have five right now, we have
2 four that are flying and we have one project. And it -- we --
3 believe it or not, Air 1 is a 1977 helicopter. The only thing
4 original on it might be a little data plate that says the
5 serial number and all that, 'cause everything's been changed,
6 you know. So we have -- believe it or not, out of the five
7 helicopters, we have one that still has the original wiring
8 harness in it. So when our project one comes up, that's the
9 first one that's coming down, the one that has the old wiring
10 harness. All the rest have all been upgraded with new
11 avionics and paint and glass and interiors, you know.

12 COMMISSIONER FREITAS: Yeah. Don, some people don't
13 realize, every part of that helicopter has a life.

14 MR. SHEARER: Oh, yeah, absolutely.

15 COMMISSIONER FREITAS: Every rivet, everything has a
16 life.

17 MR. SHEARER: Oh, yeah.

18 COMMISSIONER FREITAS: It's timed out.

19 MR. SHEARER: Yeah. And that's something that we do
20 for our continued airworthiness programs and how we support
21 the aircraft, you know. I mean, we have -- we have a very
22 lean company, we don't have any -- any fat in the company.
23 We've got guys that have been in the industry for years, we
24 don't have any entry-level people and we pay attention. I
25 mean, you know, we're -- we do preflights daily, we do our

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1 maintenance like we should, and, like I said, we make a living
 2 with this. So I've gotta have an inventory on the shelf to
 3 support what we have going. And, plus, we can't get anything
 4 in 24 hours, it's usually like -- if it happens on a Friday,
 5 we ain't gonna see it till Monday or Tuesday. Right?
 6 COMMISSIONER FREITAS: If you're lucky.
 7 MR. SHEARER: Yeah. So you're right. So like I
 8 said, there's 104 items in our helicopter that gets thrown
 9 away or overhauled when they get to the end of their useful
 10 life and then we're constantly changing rivets, you know, and
 11 things like that in the airframe.
 12 COMMISSIONER LUNDBERG: Are you gonna change your
 13 fleet for the tours?
 14 MR. SHEARER: No. We're gonna use these 500s for
 15 the tours.
 16 COMMISSIONER LUNDBERG: Doors off?
 17 MR. SHEARER: Yeah, yeah.
 18 CHAIR MISAKI: There was a time in the '90s, I
 19 believe, where a lot of helicopter companies went to the
 20 NorthStar, what happened to that?
 21 MR. SHEARER: You know, we had one.
 22 CHAIR MISAKI: Yeah. Yeah, I know.
 23 MR. SHEARER: And that was the one that had 16.4
 24 hours on it and the engine blew up.
 25 CHAIR MISAKI: Oh.

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1 MR. SHEARER: And we were dropping the cops off on
 2 Lanai at 4:30 in the morning because we were gonna do this
 3 early morning raid so we're gonna land in a horse pasture.
 4 But that helicopter is wonderful. All right? The problem is
 5 it -- they certified it and built it with the wrong engine.
 6 CHAIR MISAKI: Oh.
 7 MR. SHEARER: So the engine was always working, so
 8 we were only getting five to seven hundred hours out of a
 9 turbine which should get 3500 hours. And so it kind of got a
 10 bad rap for that. It was pretty and it didn't have this tail
 11 rotor, so you could park the helicopter anywhere. You can
 12 have the tail in the trees and there was no impact from that.
 13 It was perfect for shoreline searches or these prolonged
 14 searches that we would have to do, but it didn't like to be
 15 whipped around quickly, like in fires or any repeated, quick
 16 operations of hauling cement or fires or fencing like we're
 17 doing a big job on Molokai right now. But they're still out
 18 there.
 19 CHAIR MISAKI: Yeah. We -- I flew in that several
 20 times and the advantage of that, it doesn't have a tail rotor,
 21 so it's safer as far as people walking into the tail rotor.
 22 MR. SHEARER: And quieter also.
 23 CHAIR MISAKI: Yeah.
 24 MR. SHEARER: You know, we are constantly dealing
 25 with -- we have a whole map in our office where we have no fly

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1 zones on Maui unless we're fire department. And we've
 2 identified as fire department, it says Fire Rescue on the
 3 bottom, on the sides, it's pretty obvious it's fire, but none
 4 of our other helicopters have that. So we have no fly zones
 5 with areas that we won't fly over unless we're 1500 feet or
 6 above and -- the worst time we make noise is when we're going
 7 really super fast and we're in a very shallow descent and
 8 that's when the helicopter is at its absolute loudest. And so
 9 we put all noise-sensitive areas on the left and those areas
 10 we've identified as potential problem areas, we're always 1500
 11 or above. The noise is a big issue for helicopters, you know.
 12 And the other thing that happens is the tour
 13 operators -- not to rag on them, but they just do the same
 14 damn thing, the same damn route, the same damn flight every
 15 day and fly over the same people's houses. And the people
 16 Molokai are gonna start frickin' shooting at 'em.
 17 (Laughter.)
 18 MR. SHEARER: And I've told these guys that. 'Cause
 19 when I had that Minotaur, I thought we had enough business to
 20 support it and we didn't. So back in '93 I had to do tours
 21 for 15 months and we got into the tour business and I went to
 22 their meeting and there was some people from the community
 23 bitching about the noise. And I said, Hey, you guys, why
 24 don't we just on even-numbered days, we just do Haleakala and
 25 forget Molokai. And then on odd-numbered days, we'll do

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1 Molokai and forget Haleakala and spread the noise out. And
 2 they're like, Oh, you're not gonna do that, and they laughed
 3 me out of the meeting and I quit doing tours and I left. So
 4 look at what's happening today, you know. They need to stop
 5 weekends, possibly, and -- Molokai at Halawa Valley, at the
 6 back -- and I told them already, You guys gotta stop going
 7 where people can hike to.
 8 CHAIR MISAKI: Yeah.
 9 MR. SHEARER: Right?
 10 CHAIR MISAKI: The worst -- the worst for Molokai
 11 people is when they're fishing on the reef and the helicopter
 12 hovers over them.
 13 MR. SHEARER: Yeah.
 14 CHAIR MISAKI: Yeah, that's the worst, absolute
 15 worst. People get really angry.
 16 MR. SHEARER: But, you know, they don't know there's
 17 a frickin' great white right next to you.
 18 (Laughter.)
 19 MR. SHEARER: But, no, I agree. And noise and just
 20 seeing it is all -- some people just have to see it and that's
 21 enough to tweak them. Right?
 22 CHAIR MISAKI: Yeah.
 23 MR. SHEARER: But we're very cognizant of the noise
 24 and I think the tourist industry is gonna find themselves in a
 25 bunch of problems. You know, the whole thing with the

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1 helicopter crash in Kailua on Oahu.
 2 COMMISSIONER LUNDBERG: On the reef.
 3 MR. SHEARER: No, not on the reef. The one on the
 4 street.
 5 COMMISSIONER STERLING: Right on -- yeah.
 6 MR. SHEARER: And is it Ed Case introduced to bill
 7 to ban helicopters flying over city areas and --
 8 COMMISSIONER FREITAS: No. Robinson.
 9 MR. SHEARER: Yeah, it was Robinson, yeah.
 10 CHAIR MISAKI: Anyway.
 11 MR. SHEARER: Yeah, anyways.
 12 COMMISSIONER LUNDBERG: Same company, actually.
 13 MR. SHEARER: Huh?
 14 COMMISSIONER LUNDBERG: It's the same company
 15 that --
 16 MR. SHEARER: It was the same company, right.
 17 COMMISSIONER LUNDBERG: And the ballpark.
 18 MR. SHEARER: Okay. What, Trav?
 19 COMMISSIONER TANCAYO: Just a quick comment. You
 20 said earlier that, you know, you know our dads and know all of
 21 our families, he's even helped us bury our past firemen. So
 22 thank you, Don, for your service.
 23 MR. SHEARER: Oh, you know, it's so weird -- I'll
 24 just share this and I'll get out of here 'cause he's giving me
 25 the -- but you know Aloha aircraft --

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1 CHAIR MISAKI: I know we can go on for hours.
 2 MR. SHEARER: No. Aloha Air, yeah, I was there and
 3 it was so weird, I was working on Saturday and I never answer
 4 the business phone on Saturday or Sunday because we're closed.
 5 And I answered it and it's this guy Stanley and he wanted to
 6 go drop flowers over at Halawa Valley because his mother was
 7 killed in that accident. And he goes, Oh, yeah, the 30-year
 8 anniversary is coming up and I want to drop flowers at my
 9 mom's -- where she passed away, you know.
 10 And I'm like, Wow, Stanley, you know what, I was
 11 there and I cried for three days over that and -- I hauled all
 12 those bodies back to Maui and -- and I would love to go and
 13 drop flowers to honor your mother, you know.
 14 He goes, Well, how much does it cost?
 15 I go, It's not gonna cost you anything, just show
 16 up. All right?
 17 So he showed up at the hanger yesterday and we had a
 18 nice little cry and -- and it was wonderful thing and -- yeah,
 19 but that was pretty heavy, that whole thing, so it just
 20 brought it all back to me, yeah. Okay.
 21 CHAIR MISAKI: Any more questions?
 22 COMMISSIONER STERLING: Yeah. So do we -- what do
 23 we -- how do we help you get your helicopter?
 24 MR. SHEARER: Well, I don't know. I mean, it's a
 25 conversation we're gonna have and we're gonna -- I mean, the

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1 fire department got audited, I forgot the guy's name --
 2 CHIEF THYNE: Stuart Berry.
 3 MR. SHEARER: Stuart, yeah. I think you guys
 4 probably know about that audit when Chief Murray was in and
 5 one of the findings he found was that we could -- you know,
 6 the helicopter is way over utilized for what we have, our
 7 capabilities are very limited, and he suggested that we move
 8 to a, you know, bigger helicopter than the one I want.
 9 COMMISSIONER LUNDBERG: He gave three
 10 recommendations, I believe.
 11 MR. SHEARER: Yeah.
 12 CHAIR MISAKI: Yeah. I think that's something like
 13 this is gonna be a process.
 14 COMMISSIONER STERLING: Oy.
 15 CHAIR MISAKI: It won't happen overnight.
 16 MR. SHEARER: Yeah, absolutely. But in the
 17 meantime, it's still an acceptable level of risk, don't get me
 18 wrong. I mean, we're gonna pay attention to the aircraft,
 19 we're not gonna get ourselves into a situation that's -- will
 20 jeopardize our -- us. We don't want to do a rescue of the
 21 rescuers. That's a big thing we say all the time. And we
 22 never put a mission before safety. So it's safety first,
 23 mission second, and we have got that drilled into us and all
 24 the rescue guys are very on board with that, so...
 25 Okay. Thank you for having me.

October 17, 2019

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1 CHAIR MISAKI: Thank you, Don.
 2 COMMISSIONERS: Thank you.
 3 (Applause.)
 4 CHAIR MISAKI: So the last item is our next meeting
 5 is November 21st, 2019, and it -- the meeting, the fire
 6 department reporting might be a little bit different because
 7 David does want to focus more on the budget, so he might
 8 present his notes and just ask if there's any questions and
 9 then go into the budget, so just be prepared for that. It's
 10 here at the fire prevention.
 11 And please -- thank you for commission members who
 12 answered Jill right way. You'll be answering Richelle now and
 13 it's really critical you answer her because you know that if
 14 we don't think there's gonna be enough commission members, the
 15 meeting can be cancelled, yeah, 'cause you have to have a
 16 quorum, so -- in fact, if you know right away you're gonna be
 17 here, you go home and just email already and say, I'll be at
 18 the next meeting, yeah. It's really critical, yeah.
 19 So thank you and I'd like to officially adjourn the
 20 meeting.
 21 (The proceedings were adjourned at 11:53 a.m.)
 22
 23
 24
 25

