

**Shawn Dukes
Statement**

I was employed by Emery Worldwide Airlines as a Lead Mechanic assigned to the day shift in Dayton, Ohio.

On November 25, 1999 Emery aircraft N8079U arrived in Dayton, Ohio with a discrepancy in reference to flight characteristics. At this time 3rd shift maintenance found the dampers to be reverse. Third shift maintenance then proceeded to install the elevator dampers correctly. As I arrived at the beginning of first shift I was given a turnover on the discrepancy with the dampers and that 3rd shift maintenance was working on it. Upon arriving at the aircraft the swapping of the dampers was nearly complete. From the time I arrived at the aircraft until the job was complete, Mr. Drees only worked in the immediate area of the elevator dampers. At no time did I see anyone remove or install any panels, other than the panel directly under the damper to facilitate the removal of the damper. At no time did I see work performed in any other area. All maintenance actions were referenced on the log page no non-routines forms were generated. After the work was complete, I then inspected it. Then the aircraft was rendered airworthy.


Shawn Dukes

10-29-02
Date