


Interview Summary/Paul Hall

Interview performed on April 11, 2002 as a phone interview. Mr. Hall understood that a NTSB investigator was conducting the interview and that the information acquired was to be used to close out issues with the Emery accident – DCA00MA026.

The questioning centered on January 20/21, 2000, the day that Emery mechanics performed a B-2 check on the accident aircraft. Mr. Hall was the Lead overseeing the completion of the 'B' check maintenance task cards.

Information, as a result of questioning, provided by Mr. Hall is as follows:

Paul Hall stated he supervised the completion of the B-2 check in question and that he assigned someone to work the tail/empennage area task cards. He stated that the B009 card, which required an inspection of the *RH and LH Horizontal Stabilizer External Surface Inspection*, did require a panel removal to visually inspect attach point(s) during the elevator and tab inspection. He wasn't aware if the mechanic accomplished the panel removal.


Stephen Carbone
Air Safety Investigator
AS-40

Note: A copy of the interview summary was mailed to Mr. Hall at his listed address/phone number in late July with a response deadline of the second week of August, to which no response was received. Richard Hagquist, the Emery coordinator provided a new address for Mr. Hall on September 13th and attempts to contact Mr. Hall to explain by phone the forthcoming letter, were unsuccessful. The letter was re-sent FedEx on October 17th with a return date of October 24th. No comments were received by the deadline.

Interview Summary/Shawn Dukes

Interview performed on April 16, 2002 as a phone interview. Mr. Dukes understood that the interview was being conducted with two NTSB investigators and that the information acquired was to be used to close out issues with the Emery accident – DCA00MA026.

The questioning centered on the night of November 25, 1999, the night that Emery mechanics allegedly switched two elevator dampers from their former positions to their correct positions. Mr. Dukes was a Lead performing Required Inspection duties for the maintenance tasks accomplished.

Information, as a result of questioning, provided by Mr. Dukes is as follows:

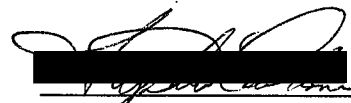
Mr. Dukes stated that the aircraft had been worked on the third shift, which preceded his shift. He arrived in the morning for DAY shift and received a verbal turnover. He was made aware during the turnover that 3rd shift had found the dampers reversed and were in the process of finishing up the task of installing them in their correct positions.

Mr. Dukes stated that 3rd shift was involved in re-installing some access panels, though he could not say what panels had been removed and were being installed.

Mr. Dukes was not aware of any troubleshooting techniques employed by the previous shift during the night and was not able to identify the damper's original positions. He said Greg Lusk was the previous shift Lead for the damper work.

Mr. Lusk said that post-maintenance checks performed on the job were:

- Travel checks of the Elevators
- Check installation of the Dampers
- Check for interference of the Elevators



Stephen Carbone
Air Safety Investigator
AS-40

NOTE: In late July a copy of the interview summary was forwarded to Mr. Dukes by mail to the address provided during the interview. It had a return deadline of the second week of August. Mr. Dukes was contacted by phone in mid-October to discuss the resending of the interview summary and verify the initial address. A second copy was sent to the same address via FedEx on October 17th with a response date of October 24th. No comments were received by the deadline.