

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Research and Engineering
Washington, D.C. 20594

May 27, 1998

Aircraft Performance Addendum

Addendum #2 to Group Chairman's Aircraft Performance Study
by John O'Callaghan *JOC*

A. ACCIDENT

Location: Miami, Florida
Date: August 7, 1997
Time: 1234 Eastern Daylight Time (EDT)
Flight: Fine Airlines Flight 101
Aircraft: McDonnell Douglas DC-8 Series 61
NTSB#: DCA97MA059

B. GROUP

Chairman: John O'Callaghan
NTSB

Member: Horace Vick
Fine Air

Member: Steven Lund
Boeing Douglas Products Division

C. SUMMARY

This Addendum updates Figure 6 on page 19 of the Airplane Performance Group Chairman's Airplane Performance Study for the Fine Air flight 101 accident. The update reflects changes in the conversion of the Digital Flight Data Recorder (DFDR) control column position (CCP) data to engineering units, resulting in different CCP values. Details about the new conversion method can be found in the January 27, 1998 Addendum to the DFDR Group Chairman's Factual Report.

The updated Figure 6 is shown on the following page.

Fine Air Flight 101 - DFDR Data with Cockpit Voice Recorder Events

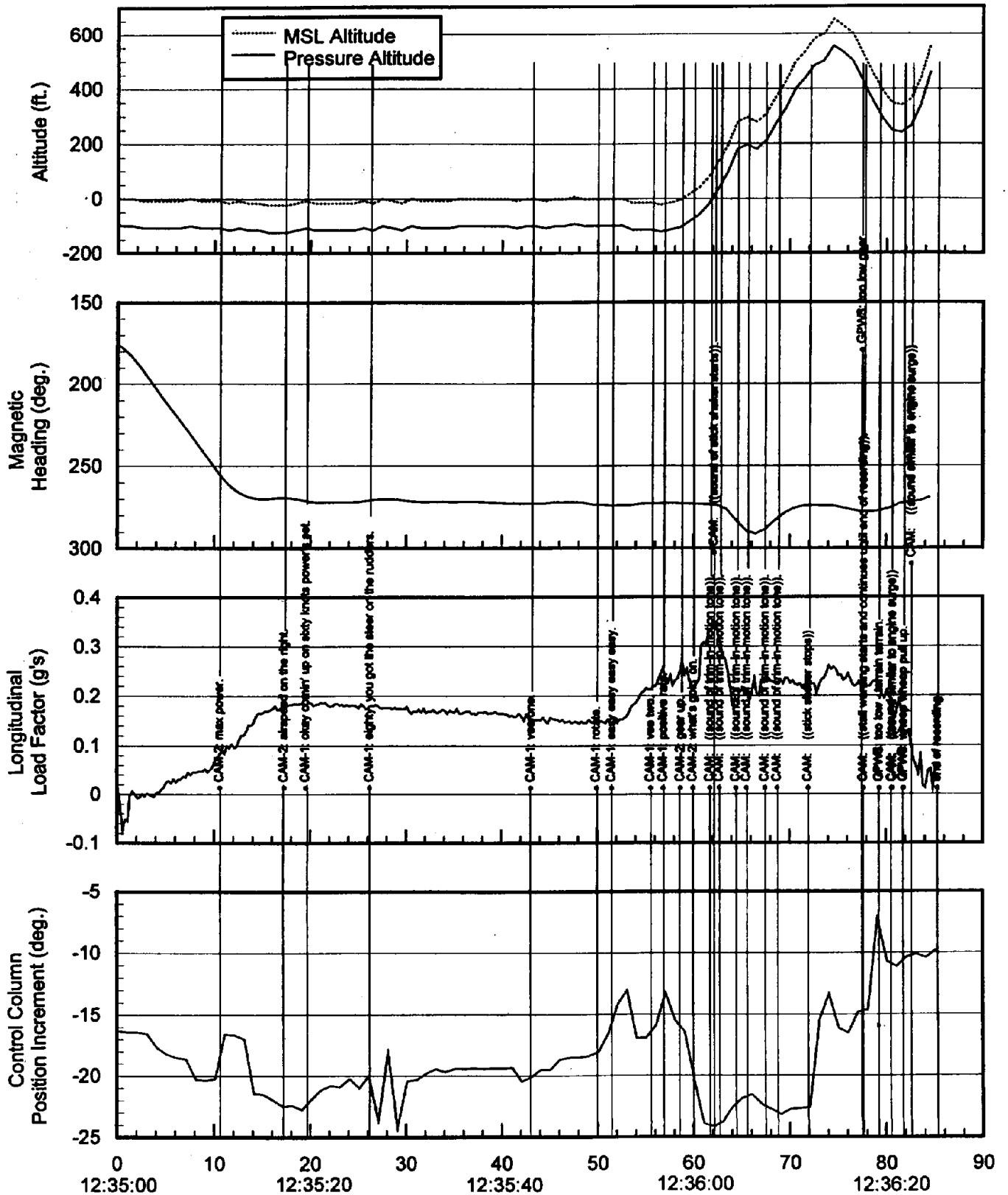


Figure 6. DFDR Data.

Elapsed Time = DFDR Time - 584.6 (sec.)
Miami ATC Time (HH:MM:SS)