# FORM APPROVED FOR USE THROUGH 7/31/96 BY OMB NO.3147-0001.

			NATION PILOT/OF This form To E Involving	PERATO	PR A	IRCF Rep	TATION SATART ACC Porting Ch	IDEN	IT RE rcraft	PORT Acci	dents		
Location	-	432			,		• • •						
					of A		nt Local T		Time		Zone	Elevation At	Accident Site
East Boston					Jur			1	OUR CI 1939.		EDT	Feet MSL Feet MSL	
If The Accident Oc	curred On	Approac	n, Taksoff or With	in 3 Miles	of An	Airpo	ort, Complete	The F	ollowin	g Infor	nation		
Proximity To Airpo	ort On	Runw	a <b>y</b>								_		
1. On Approach	3.0 Within 1/2 Mile				5. Within 1 Mile			-					
2. Within 1/4 Mil	le		4. Within 3/4	Mile			6.□ Withir	2 Mile	88		<u> </u>	Beyond 3 Mili	98
Airport Name			Airport Ident	_	Runway/Landing Surface Conditions:					_	Dry		
Logan Inter	matio	nal	KBOS				Prection: 0 ength: 70	92 00	3.D V 4.D S	Vidth: Surface	150 Groove	PONESSES	LF TEA
Phase Of Operation	on:												
1. Standing	-	Takec		. Cruise			7. App				. Hover/Mi		
2. Tax	4.	O Climb	6.	. Desce	nt		8.☐ Lan	ding		10	Attitude Of	In-Flight Occurrent	eFaet MSL
Aircraft Informatic	on												
Registration Mark	:	Aircraft	Manufacturer .		4	Aireru!	ft Type/Mode	A			Number		Cert Max Gross WI Takeoff
N394US		B	oeing			B7	/37-3b7				23316		135,000
Type Of Aircraft			•••		T	ype C	H Airworthin	<b>000</b> C	ertifica	ite			Amateur Bullt
1. Airplane			Blimp/Dingible			Q N					Pestricted		1. Yes
2. Helicopter 3. Glider			Ultralight Gyropiane		2	.D. U.	Dity Crobatic				imited Experimental		2.00 No
4. Balloon			Specify				ensport				pecify		<u> </u>
Landing Geer  1. They de Fixed  2. They de Fixed			4.Q Tailw 5.Q Tailw				laa	7.2					No. Of Seats Flight/Cabin
3. Tallwheel—Fix			6. Ampl		etractable Mains 6.0 Limited Crew 9.0 Specify Pax					Crew 6 Pax 126			
Stall Warning Syst	om Ingtel	led	IFR Equipped	Eng	ine Ty	/pa							
1. See Yes 2. No			1.0X Yes 2.01 No		1, Reciprocating—Carburetor 3. Turbo Prop 5 2. Reciprocating—Ruel injected 4. Turbo Jet 6					.Ø Turbo Fan .□ Turbo Sheit			
Engine Manufactus	r <b>et</b>		Engine Model/S	leries .			Engine Rate	d Pov	ver		Type Of Fir	ed Extinguish	Ing
General Ele (CFMI)	<b>ectric</b>	:	CFM56-3-E	31		ı	1	_ Hors	sepowe Thrust	r	①None 2.Specify_	<del></del>	
Engine(s)	Date of I	Mig.	Mig. Serial No.	n	otal T	Ime Time Sir		ne Sind	ince inspection		Time Since Overhaul		
Engine Na. 1	11/8	5	720332		5.	2,68	9 Hour	8		11,7	09 Hours		Hours
Engine No. 2	5/8	16	720485		40	5,55	2 Hour	B		I.	25 Hours		Hours
Engine No. 3							Hour	_			Hours		Hours
Engine No. 4	OD Brown						Hour	<u> </u>			Hours		Hours
Type Of Maintenan	Ce Progri		•	Of Last I: Annual	nepec	:tion				Dete Li	ust inspection 04/03/	ก Performed กร	24720
2. Manufacturer's Ins			2.	100 Hours		Time Since Last Inspection							(M/D/Y)
3. Other Approved H 4.53 Continuous Airwo		Program(A	AIP) 3.🛄 .	ANP					_				Hours
5. Specify	A & 141362322		430	Continuous	AITWO	mines	<b>X</b> 3		A	Vrfma <i>r</i> ne	Total Time 54 . 04	R	Hours
Emergency	ELT M	lanufact			Mode	Bark			Car	ial Nur		Bettery	
Locator				ľ			~		•••		,	(MDM)	
Transmiller (ELT)	Swhel		O# 10 4ma			Oper	rated Ves 2.0 N		_			ident Locatio	n
1.LJ On 2.LJ On 3.LJ Armed						ا الساد ا	169 ZUN	· 		'	.☐ Yes 2.0	No	·
Registered Aircraft Owner US Airways, Inc.						Addr		rlí	ngto	n, V	A 2222	7	
Operator Of Aircraft						Addr	049					<del></del>	
.25 Same As Registe		B <i>r</i>					Same As Reg	istered	d Owne	<b>9</b> F			
R. Name					ĺ	2							
DBS:			_		-								
48 Corm 4198 48 N48W	The Fast												

O and O and a laterage	tion (name )	5 5 6 6 5 4 7 6					Selection of Same		120		iedo (g. 1. 🗸
Owner / Operator Informa				4 Latter	Toelonator)			<u> </u>	<del></del> -	<u> </u>	
Operator (Certificate Numb	Operator (Certificate Number) Operator Designator (4 Letter Designator)										
Purpose Of Flight And Ty	pe Of Open	rtion									
Regulation Flight Conduc					Operato	r Authority				121, 125, 12	
	FAR 121	7.🛄 1	FAR 139	3	FAR12		FAR			renus Operati Ω Scheduled	on a
2.Q FAR91D 5.Q	FAR 125		FAR 135		1.6 D	omestic		Rotorcraft nal Load		Non Sched	uled
<u> </u>	FAR 129	9.(	FAR 137			upplemental		1,000	3.0	Domestic	
Purpose of Flight  1. Personal	e C	Aeriai Obi	een tin	n	J		FARI			☐ internation ☐ Passenger	
2.5 Business		Other Wo		•	FAR 13	is n Demand	7.4	Large Aircra		Cargo	
3. Educational	-	Public Us	8			ommuter	FAR			Specify	
4. D. Executive/Corporate 5. D. Aerial Application		] Ferry ] Positianin	•				₿.□	Foreign	I		
		2 FOSIUGIAN									
Pilot Information		Dile	A Ca-16	cata No.		Address				_ Nati	onality
Pliot Name Henry B. Jone	ė <b>s</b>	Pilo	t Cerun	Cata No.		74010					JSA
Certificate (s)											
1. Student		commercial			Flight Inst		7.0 Mi			9. None	
2. Private	4.UX A	Urline Trensp	2017	6.4.4	Flight Eng		8.Q Fo			0.Specify	
Rating (a)						t Pating (s)		structor Rat	ing (s)		
1.D None		] Helicoptei ] Gilder	7	ļ	1. Non 2. Airp			XI None □ Airpiane :	R F		nent Airplane ent Helicopter
2. Single Engine Land 3. Single Engine Sea		a Gilder A Free Ballo	on		3.Q Hell			2 Airplane		8.0 Ground	
4. Multiengine Land	9.0	Airship				•		Helicopte	7	9, Specify	
5. Multiengine Sea		Gyroplane	8					2 Glider			
Type Ratings/Student En	dorsements					ren Of Stermini Flight Review BFR Alteraft Equivalent (M/D/Y) BFR Alteraft 1. Make Boeing			eing		
В-	737			)	7/23/04 2. N			2. Mode		-737-3 <u>b</u> 7	
Translation and the same		Date Of La	at Mad	lce)	Limitatio			<u>. L</u> _		Date Of Birt	a (M/D/Y)
Medical Certificate		(M/D/Y)	101 MAC	r.u/		IS COLL	ective	1ens			
1, None 3, C 2, Class 1 4, C		12/	08/0	4	Welvers						
					D	Person At Controls At Time Of Accident Seat Belt Avail					
Degree Of Injury	Seat Occu		☐ Front	,	1		· _			1.2 Yes	VATUEDAS
2. Minor 3. Serious	2. Right		3 Reer		1.13 PNO	1.3 Pliot in Control 4. Non-Pilot 2. Second Pilot 5. No One				2. No	
3. Serious 4. Fatal	3. Cente	r			3. D Bot		3300 17	3 (31)		1	
					<del> </del>		Tourse ?	7 Plat Fligt	t Time int	Drmetton	
Seat Beit Used	Shoulder I	<b>la</b> rness		Shoulder Jeed	Herness			t Logbook		Company	
1. Yes	1.Ö Yes			Yas			2. Ope	inators Estim		Specify_	
2.Q No	2.0 No_			Q No			3.□ FÀA	Records			
		This Make	Airpia	ne /	Airplane		lostr	ument			Lighter
Flight Time	All A/C	& Model	Single E	ngine Ma	ultiangine	Night	Actual	Simulated	Rotorcraft	t Gilder	Than Air
Total Time	16500	10800					<u></u>				
Pilot In Command (PIC)										<u> </u>	<b></b>
Instructor							<del> </del>				
This Make & Model							<b> </b>				
Last 90 Days	<del> </del>	267				ļ <u></u>	<del> </del>			+	<del>                                       </del>
Last 30 Days		89					<del> </del>			<del></del>	<del></del>
Last 24 Hours	<u></u>	11:24				<u> </u>	1				<del></del>
Second Pliot Information							1 Sollaping				12
Second Pilot Responsibiliti	ties At The ' ual Student		Cident Safety Pi	Not	4.□ Chec	k Pilot	5. None	(PRot-Rated	Passenger	7	
Pilot Name James L. Dannah	ower	Plo	r Certifi	cate No.		Ackdress					onality USA
Certificate (s)							-				
1. Student		iommercial		5.0	Flight Instr	ructor	7.0 MI			9.None	
2.D. Private	4/07 V	irline Trensp	OFT	6.4	Flight Eng	171 <b>86</b> 7	a. D Fo	teiðu	יר	0.Specify	
		•									

Second Pilot Information	(cont.)			41.1					_				300 M	23.0	
Rating (8)	, (00)				Inst	Inemur	Rating (s)			ructor Ra	ting (				
1. None 2. Single Engine Land 3. Single Engine Sea 4. Multiengine Land 5. Multiengine Sea 4. Multiengine Sea 5. Helicopter 7. Glider 8. Free Balicon 9. Airship 10. Gyroplane					20	1. None 2. Airplane 3. Helicopter 4. Helicopter 5. Glider			Alrpiane Alrpiane Helicopte	M.E. 8. Ground instructor					
Type Ratings/Student En	dorsement	3				quivale	nnial Flight sit (M/D/Y)	Heviow		BFR Airc 1. Make 2. Mode		Boe B-	inq /37		
λ320, B-737		7.0-2-5		-0		4/14				l			<u> </u>	( DLess	(M/D/Y)
Medical Certificate 1.□ None 3.□ Class 2 2 Class 1 4.□ Class 3 4/21/05				Limitations None Walvers								, Dad			
Degree Of Injury		<u> </u>	Seat Oc	cupled											Available
1. None 3. Serious 1. Left 2. Minor 4. Fatal			1			Center Front		5.0	☐ Rear			1. <u>A</u> 2.Q			
Seat Belt Used 1.53 Yes	Shoulder Available 1 XD Yes	Harness		Should Used 1X) Ye	-	N956		20 Op	2016	ogbook itors Estin	na <b>te</b>	4.[2 5.C	Com	pany ify	
z. No	2.0 No			2.0 N				3.D FA		1900105					<del></del>
Filght Time	All A/C	This Mo		itene Engine	Airpl Multie		Night			inulated	Rote	orcraft	GII	der	Lighter Than Air
Total Time	17800	1200	<u> </u>								<b> </b> -		——		
Pliot in Command (PIC)	<del></del>	<del> </del> -	<del></del>	<del></del>		<del>-</del>		<del>                                      </del>	_						
Instructor This Make & Model									_						
Last 90 Days		20	2					<del>                                       </del>	_						
Last 30 Days		7	3												
Last 24 Hours		11:2	4												
Other Personnel												T			
						_	Non-		ĺ	Non-					
Name	Seet	Ad	dress (C)	ty & Sta	10)	Crev		B Plevens	Je	Оесир	int	FAA	Parter S	enous	Minor None
1. Antoinette 2. Lindesay	λ	+				FA	-	<del> </del>	+						
3. Marianne	В	<del>)</del>				FA		<del> </del>	十						
4. Tonas							<del>-  </del>	_	寸						
5. Jaffrey D.	С					PA			7						
6. Morris Flight Itinerary Information		1						<u> </u>							
Last Departure Point	<u></u>	Time Of	Departu		T <sub>D</sub>	estinati				Flight Pl	an Fil	led			
1. Airport ID KBOS 2. City/Place Boston		1. Time	1939		]1.	Airport	ID PH			1.0 Nor	10			VFR/II	FR any (VFR)
3. State MA		2. Time :	ZoneB	DΤ		City/Pia	PA PA	- Aucip		SE IFR					y (VFR)
If Weather Was Involved, S N/A	tate If West	ther Brie	fing Was	Obtaine	d or If	Weathe	r Reports W	here Che	clue	d And Ho	w It W	Ves Acc	zom plis	hed	
Fuel On Board At Last Takeoff Fuel TypeGallons 1.0 80/8															
						C Low Lead 5.21 Jet A									
Other Services, If Any, Price	or to Depar	ture													
N/A															
Weather Information At The		Site							_						
Source Of Weather Informa (Pliot/Operator, Weather Ob		•	1.0	Conditi Dawn Daylight		3.Q Du		5. Da	ark i	Night	Visit	ilky 85m_	Miles	Temp	(°F) 6
METAR-KBOS 235	4 z		274	-cylidin		-,- pr	ight Night						, -117000		

Weather Informati	on At The A	ccident Site (cont.)		- 1	60				
Dew Point	Altimeter	Sky/Lowest Clo	ud Condition						
	Setting	1. Clear	15 000	_			vercast	Feet AGL	
59 (°F)	30.10	"H9 3. Broken	15,000	_Feet AGL _Feet AGL			artial Obscuration Obscured		
Wind Information	0	Restriction To V	isibility		Type Prec	pitation	Intensity Of Pred		
2. Velocity	4_Kbs		lone		None	<b>P</b> .	1. Light 2. Moderate	3. Heavy 4. Specify	
3. Gusts	Kts								
Turbulence (Multiple 1.0x None	2. Light	3. Mode		. Severe	5.0	Extreme	6. Clear		
Damage To Aircraft		Property	adver-	1.11				1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
Degree Of Aircraft to 1. None	Damage 2.□ Minor	3. C Substa	misi 4.0	Destroyed			Fire 1.0 Yes 2.0 No	3. In-Flight 4. On Ground	
Description Of Dam	age To Airca	aft And Other Prope	rty						
None									
-1000									
«Mechanical Malfur	etion Fallur				e ago ago ago a		- Table .		
1. No							Tol	tal Time	
	The Name O Describe The	f The Part, Mazufactul a Fallure	er, Part No.,	Serial No.					
					ļ		On Part	At Overhaul	
					İ		Hours	Hours	
Coilision Acaident						_			
		mplete The information							
Registration Merk		Aircraft Manufecture		Aircraft Typ	e/Model		1. Destroyed 2. Substantia	d 3.□ Minor	
Registered Aircraft	Dwner				Address				
Pliot Name			Address				Pilot Cert	tificute No.	
om to the control of		<del></del>					4873		
Evecuation Of Airc Assistance Received					-		- E-13		<u> </u>
1. Outside Person 2. Auxiliary Lightin	(s)	3.□ 4.Ω	Slide Rope				5.D Ladder 5.D Specify		
Method Of Exh (Stat 1. Main Door		nte Number Of Perso audilary Door			ollowing			<u> </u>	<del></del>
Recommendation (	How Could	This Accident Have E	leen Prevent	ed)					
		ndation (Optional Entr						. 40.40	
•									
_									1

Additional Flight Com Main	bers	A SECTION OF THE SECTION	1 1 Not 1 1 1	TTALL	and the state of	A
For Each Additional Flight Co	rew Member,	Exclusive Of Cabin Atta	ndents Cor	nplete The Following Info	rmation	
Name		FAA Certificate No.		Address		_ Title
Certificate(s)	-0	<b>0</b>	۰.۵	Pitalet Lanta salan	7 D Camica	
1, C Student 2. C Privete	3.0	Commercial Airline Transport	5.0	Flight Instructor Flight Engineer	7. Foreign 8. Specify	
Z.L.J. Privets	G, lund	Amine transport	<b>6.</b> C	Liidiu eudiusat	B.Specify	
Ratings/Endomements				Total Flight Time	Flight Tin	ne This Accident
Name		FAA Certificate No.		Address		Title
Certificate(a)			<del></del>			<u>-</u>
I. Student	<b>2</b> 🗀	Commercial	κN	Flight instructor	7. Foreign	
2. Private	4.0	Airline Transport	Č	Flight Engineer	#.Specify	
Ratings/Endorsements				Total Flight Time	Flight Tim	ne Thie Accident
lame		FAA Certificate No.		Address		Title
Certificate(s)						
☐ Student	3.0	Commercial	5.0	Flight Instructor	7. Poreign	
Private	4.0	Vrline Transport	6.0	Flight Engineer	8. Specify	
latings/Endorsements				Total Flight Time	Flight Tim	e This Accident

Namative	History	01 FI	lght
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Describe What Occurred in Chronological Order, The Circumstances Leading To The Accident And The Nature Of The Accident Describe The Terrain and Include a Sketch Of Wreckage Distribution of Pertinent Attach Extra Sheets of Needed, State Point Of Departure, Time Of Departure, Intended Destination And Services Obtained.

At 1939 EDT on June 9, 2005, Boeing B-737 Aircraft N394US was cleared for takeoff Runway 09 at Boston/Logan International Airport (KBOS), operating as Flight 1170 with Philadelphia International Airport (KPHL) as its destination. The flight was operating with 5 crewmembers and 103 passengers onboard. The weather was dry/clear and daylight conditions existed.

At about the same time, Aer Lingus Flight 132, an Airbus A330 aircraft, was cleared for takeoff on Runway 15, which intersects Runway 09. Flight 1170 saw the A330 as it began to rotate prior to the runway intersection and delayed their rotation until rolling through the intersection. The A330 passed directly above the Boeing 737.

I Hereby Cartify That The Ab	ove information is Complete And Accurate To	The Best Of My Knowledge						
Date Of This Report	Signature Of Pilot/Operator							
June 20, 2005								
Signature Of Person Filing Re	port Oher Than Plot/Operator							
1. Signature								
2.Type Or Print Name	Peter R. Eichenlaub							
3. Title	Director, Flight Safety an	d Quality Assurance						
<b>※</b> (1/2) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
	For NTSB U	Be Only	Bry Comment					
NTSB Accident No.	Reviewed By NTSB Office Located At	Name Of Investigator	Date Report Received					
1.14COSIAO95AB	PARSIDPAM, NJ	L. SCHIADA	6/20/2005					
	. 1 ' ''		1					

### June 20, 2005

#### TO WHOM IT MAY CONCERN:

RE: Flight No. 1170 - BOS-PHL - 6/9/05

To the best of my recollection these are the facts regarding the above captioned flight.

For this flight the Captain (Henry B. Jones) was the pilot flying (PF) and the First Officer (James Dannahower) was the Pilot Monitoring (PM).

Pushback, start-up and taxi out were normal; all checklists were completed. We were cleared "position and hold" by the tower. We were cleared for takeoff with an advisory that traffic was on final for landing runway 4R.

Spool up and acceleration were normal. At V1 PM stated "V1." Immediately following the V1 call the PM stated, "keep it down." At that instant I (PF) noticed an Air Lingus Airbus 330 rotating for takeoff on Runway 15R. At this point the only option was to continue the takeoff roll so as to pass under the Airbus. I elected not to reject since V1 had been called, and a successful rejection of takeoff was unlikely. The takeoff roll was continued through the intersection of runways 9 and 15R. As we passed the intersection it appeared the airbus flew over us. When we were clear of the conflicting Airbus the PM stated, "rotate" and I rotated for takeoff.

Climb out, cruise, descent and landing were normal.

Sincerely,

Henry B. Jones

# June 20, 2005

#### TO WHOM IT MAY CONCERN:

RE: Flight No. 1170 - BOS-PHL - 6/9/05

To the best of my recollection these are the facts regarding the above captioned flight.

I was acting as F/O on Flight 1170 (US Airways) and was the non-flying pilot. Tower cleared our flight for takeoff on Runway 9 with the comment that crossing traffic was two out (landing). After calling V1, I noticed an Air Lingus A-330 rotating just prior to the intersection of 15R/9. The Airbus was departing 15R and we were approaching the intersection on Runway 9. I stated "keep it down" and pushed the control col. forward to prevent the Captain from rotating the aircraft. The Airbus passed overhead our aircraft with very little separation, and once clear of the intersection the Captain rotated and we lifted off towards the end of the runway. I reported to departure control that we had a near miss at which time Air Lingus reported "we concur". The remainder of our flight was normal and we proceeded to PHL.

James L. Dannahower