

1 Considerations of possible control inputs by crew of USAir flight  
2 427. 99

3 With the information from the metallurgical analysis that  
4 both the pilot's and co-pilot's left rudder pedals were fractured  
5 in a similar pattern, I infer the possibility that both flight  
6 officers were symmetrically applying pressure to their respective  
7 left rudder pedals at the time of ground impact. The metal  
8 fracture implies such a strong pressure that I find the most  
9 likely body position to do this would be with the majority of the  
10 body weight concentrated on the left foot, that is: with the  
11 left knee locked. This sort of positioning sometimes produces  
12 characteristic "control injuries" (which would probably be mid-  
13 foot fractures, telescoping/collapsing fractures of leg bones,  
14 and/or hip fractures). Unfortunately, in this case, the extent  
15 of body disruption from the crash, the quantity of remains  
16 recovered, and incomplete re-association of recovered remains,  
17 did not yield these body parts of the flight crew for  
18 examination. This makes this scenario a "possible explanation"  
19 rather than an opinion with quantifiable probability.  
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