

**NATIONAL TRANSPORTATION SAFETY BOARD**  
Engineering Services Division  
Washington, D.C. 20594



**SPECIALIST'S FACTUAL REPORT OF INVESTIGATION**  
Cockpit Voice Recorder

by

**Albert G. Reitan**  
Transportation Safety Specialist

**Warning**

The reader of this report is cautioned that the transcription of a CVR tape is not a precise science but is the best product possible from an NTSB group investigative effort. The transcript, or parts thereof, if taken out of context, could be misleading. The attached CVR transcript should be viewed as an accident investigation tool to be used in conjunction with other evidence gathered during the investigation. Conclusions or interpretations should not be made using the transcript as the sole source of information.

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**SPECIALIST'S FACTUAL REPORT OF INVESTIGATION  
Cockpit Voice Recorder  
DCA 94 MA 076**

October 5, 1994

**A. ACCIDENT**

Location: Pittsburgh, Pennsylvania  
Date: September 8, 1994  
Time: 1903 Eastern Daylight Time (EDT)  
Aircraft: Boeing B-737-300, N513AU

**B. GROUP**

Chairman: Albert G. Reitan  
Transportation Safety Specialist (CVR)  
National Transportation Safety Board

Member: Eric Van Opstal  
Aviation Safety Inspector  
Federal Aviation Administration

Member: Capt. Mike Carriker  
Senior Engineering Pilot, B-737  
Boeing Commercial Airplane Group

Member: Capt. James G. Dunham  
Production Test Pilot  
Boeing Commercial Airplane Group

Member: Jean-Marc Lapene  
Flight Recorder Engineer  
Bureau Unquetes - Accidents, France

Member: Capt. Paul Sturpe  
Flight Operations  
USAir

Member: F/O Colby Johnson  
ALPA/USAir

## **C. SUMMARY**

A Fairchild model A-100A cockpit voice recorder (CVR) was brought to the audio laboratory of the National Transportation Safety Board on September 9, 1994. Its serial number and identification plate was missing. The Cockpit Voice Recorder committee convened on September 11, 1994 and re-convened on October 5, 1994. A transcript was prepared of the entire 30:56 minute recording. (attached)

## **D. DETAILS OF INVESTIGATION**

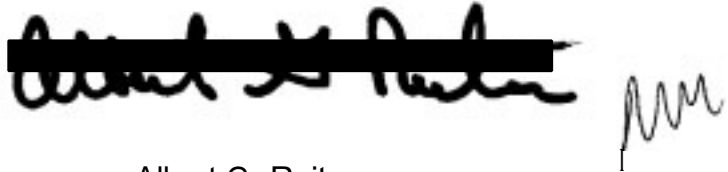
The outer metal jacket of the CVR showed evidence of structural damage. The entire unit was compressed about three inches along the longitudinal axis. It was necessary to cut the outer metal case to access the recorder. The interior circuitry of the recorder was crushed but the memory module was only slightly dented. The tape sustained no apparent heat or impact damage.

The recording consisted of four channels of good quality audio information. One channel contained the cockpit area microphone audio information. The other three channels contained the Captain, First Officer, and jump seat/observer position audio information.

The final minute of the recording was tested using the laboratory spectrum analyzer. These tests were used to complete the verification of certain cockpit sounds and accurately determine the elapsed time between key events. The FAA air traffic control tape recording was used to establish the local time of events on the CVR tape.

Additional tests were conducted on a USAir B-737-300 at Washington's National Airport. First, the aircraft was configured with audio equipment identical to the accident aircraft. Sound tests were conducted after which the aircraft's CVR tape was studied to determine possible sound sources on the accident aircraft. A report of these tests is attached.

The recording started at 1832:29 EDT and continued uninterrupted until 1903:22 EDT when electrical power was removed from the unit. When the recording started, the flight was at cruise altitude. The recording continued through the descent and approach to the Pittsburgh Airport.



Albert G. Reitan  
Transportation Safety Specialist (CVR)

Attachment:

September 22, 1994

Albert G. Reitan  
United States of America  
National Transportation Safety Board  
490 L'Enfant Plaza East, S.W.  
Washington, D.C. 20594

**BOEING**

Dear Al:

A summary of our tests on an USAir 737 on Sunday 11 Sept. 1994 is:

Albert Reitan, Captain Paul Sturpe and myself conducted an impromptu CVR test on an USAir 737-300 aircraft, parked at the gate, at Washington National Airport.

Capt. Sturpe insured that the aircraft's CVR system was the same as on record for the USAir Flight 427 aircraft.

We used APU power for ships power to insure the 400 frequency. No engine runs were performed.

The main idea of the test was to see if audible, distinct cross talk between channels was possible. To that end, we did have a small amount of cross talk, but found it to be muted and of disturbed frequency, thus easy to recognize.

We also performed some noise tests to help us identify CVR noises. These included:

- Flipping of the yoke clip holder
- Talking with the head set up or off
- Autopilot wailer
- Stick shaker
- Trim Wheel
- Flap handle movement
- Dropping objects (notebooks) on the cockpit floor
- Various located foot stomps in the forward galley/ forward entry area

**Summary:**

We did find easy to recognize crosstalk. Normal cockpit sounds (trim wheel etc.) are distinguishable. We gained an overall better understanding of how and why the CVR records at volumes and locations through the cockpit.

If any extra defining information is required, please let me know.

**BOEING**

Sincerely,



NTSB CVR Group Member.

Mike Carriker  
Senior Engineering Pilot 737  


**Transcript of a Fairchild A-100 cockpit voice recorder (CVR), s/n unknown, installed on a Boeing B-737-300, N513AU, which was involved in an accident while approaching Pittsburgh International Airport, Pittsburgh, Pennsylvania on September 8, 1994.**

## LEGEND

<b>RDO</b>	Radio transmission from accident aircraft
<b>CAM</b>	Voice or sound source recorded through cockpit area microphone
<b>HOT</b>	Voice or sound source recorded through cockpit hot microphone
<b>PA</b>	Voice or sound source recorded through public address system
<b>JSAP</b>	Voice or sound source recorded through jump seat audio panel
<b>-1</b>	Voice identified as Pilot-in-Command (PIC)
<b>-2</b>	Voice identified as Co-Pilot
<b>-3</b>	Voice identified as female flight attendant
<b>-4</b>	Voice identified as male flight attendant
<b>CTR-?</b>	Radio transmission from unidentified Center controller
<b>CLE1</b>	Radio transmission from 1st Cleveland Center controller
<b>CLE2</b>	Radio transmission from 2nd Cleveland Center controller
<b>CLE3</b>	Radio transmission from 3rd Cleveland Center controller
<b>CLE4</b>	Radio transmission from 4th Cleveland Center controller
<b>ATIS</b>	Radio transmission from Pittsburgh air terminal information service
<b>APR1</b>	Radio transmission from first Pittsburgh approach controller
<b>APR2</b>	Radio transmission from second Pittsburgh approach controller
<b>US1417</b>	Radio transmission from USAir flight 1417
<b>US1499</b>	Radio transmission from USAir flight 1499
<b>US1874</b>	Radio transmission from USAir flight 1874
<b>US1462</b>	Radio transmission from USAir flight 1462
<b>US1674</b>	Radio transmission from USAir flight 1674
<b>DL1083</b>	Radio transmission from Delta flight 1083
<b>us374</b>	Radio transmission from USAir flight 374
<b>285LM</b>	Radio transmission from aircraft 285 LM

<b>US309</b>	<b>Radio transmission from USAir flight 309</b>
<b>*</b>	<b>Unintelligible word</b>
<b>@</b>	<b>Non pertinent word</b>
<b>#</b>	<b>Expletive</b>
<b>%</b>	<b>Break in continuity</b>
<b>O</b>	<b>Questionable insertion</b>
<b>[ ]</b>	<b>Editorial insertion</b>
<b>....</b>	<b>Pause</b>

**Note:**       **Times are expressed in eastern daylight time (EDT).**



INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
START of RECORDING			
START of TRANSCRIPT			
		1832:29 CTR-?	.. contact Chicago's Cleveland center one two six point niner seven.
		1832:33 RDO-1	twenty six ninety seven, USAir four twenty seven, good day.
		1833:08 RDO-1	center USAir four twenty seven at two nine oh.
		1833:14 CLE2	USAir four twenty seven, Cleveland center roger.
		1833:32 CLE2	USAir four twenty seven, cleared direct to uh, Akron, rest of route unchanged give me the best forward airspeed in-trail spacing.
		1833:37 RDO-1	direct Akron, best forward, you got it, four twenty seven USAir.
1835:04 HOT-1	[sound similar to person yawning]		
1837:46 CAM	[interruption in CVR audio similar to passing of CVR tape splice]		
		1838:00 RDO-1	blocked.

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1840:38 CLE2	USAir four twenty seven, contact Cleveland center one one niner point eight seven.
		1840:43 RDO-1	nineteen eighty seven, USAir four twenty seven, good day.
		1840:50 RDO-1	Cleveland, USAir four twenty seven at two niner zero.
		1840:54 CLE3	USAir four twenty seven Cleveland center roger and what is the indicated airspeed now?
		1840:57 RDO-1	uh, we're indicating uh, 'bout uh, three hundred uh, assigned.
		1843:23 CLE3	USAir fourteen seventeen, contact Cleveland center one three three point three seven.
		1843:27 US1417	three three three seven, USAir's uh, fourteen seventeen. good day.
1843:32 HOT-1	had a four and a seven in it.		
1843:34 HOT-2	ha ha ha.		
1843:37 HOT-1	do you wanta let 'em up for a while?		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1843:42 CAM	[sound of single chime similar to seat belt switch being moved]		
		1845:31 CLE3	USAir four twenty seven, descend and maintain flight level two four zero.
		1845:35 RDO-1	out of two nine oh for two four oh, USAir four twenty seven.
1845:55 HOT-2	ah you piece of #.		
1845:56 HOT-1	what?		
1845:58 HOT-2	I said, aw c'mon, you piece of #, this damn thing is <i>so</i> # slow.		
1846:07 HOT-2	there it is.		
		1847:23 CLE3	USAir four twenty seven contact Cleveland center one two eight point one five.
		1847:27 RDO-1	twenty eight fifteen, USAir four twenty seven. good day.
		1847:35 RDO-1	center, USAir four twenty seven descending two four oh.

INTRACOCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1847:38 CLE4	USAir four twenty seven Cleveland center roger.
		1850:11 DL1083	and center, Delta ten eighty three's with you leaving seventeen five going down to one one thousand.
		1850:15 CLE4	Delta ten eighty three Cleveland center, roger. cross CUTTA at one zero thousand. Pit altimeter three zero one one.
1850:18 CAM	[aural tone similar to altitude alert]		
		1850:21 DL1083	CUTTA at ten thousand, Delta ten eighty three.
		1850:56 CLE4	USAir four twenty seven cross CUTTA at and maintain one zero thousand Pit altimeter three zero one one.
		1851:01 RDO-1	CUTTA at ten, thirty eleven, USAir four twenty seven.
1851:08 HOT-2	ten. CUTTA.		
1851:11 HOT-1	it's true.		
1851:18 HOT-1	I'm ff.		
1851:18 HOT-2	alright.		

## INTRA-COCKPIT COMMUNICATION

TIME & SOURCE	CONTENT
1851:54 HOT-1	three two and two eight right.
1851:57 HOT-2	three two and two eight right?
1851:58 HOT-1	yep.
1851:59 HOT-?	•
1852:18 HOT-2	oh why did it *?
1853:15 CAM	[sound similar to cockpit door being opened and closed]
1853:26 CAM-3	um, they didn't give us connecting flight information or anything. do you know what gate we're coming in on?
1853:29 CAM-I	not yet.

## AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT
1851:22 ATIS	..Pittsburgh tower arrival information Yankee. two one five two Zulu weather. two five thousand scattered. visibility one five. temperature seven five. dew point five one. wind, two seven zero at one zero. altimeter three zero one zero. multiple approaches ILS runway three two and ILS runway two eight right in use. notams, runway two eight right middle marker decommissioned. south entrance Air Force Reserve ramp closed. Morgantown vortac out of service. advise on initial contact you have information Yankee.

## INTRA-COCKPIT COMMUNICATION

## AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1853:30 CAM-3	any idea *.		
1853:31 CAM-1	no.		
1853:32 CAM-3	doya' know what I'm thinkin' about? pretzels.		
1853:34 HOT-1	pretzels.		
1853:37 CAM-3	you guys need drinks here?		
1853:38 CAM-1	uh, I could use a glass of somethin', whatever's open. water uh, water, a juice..		
1853:44 CAM-2	I'll split a yeah, a water, a juice, whatever's back there I'll split one with 'im.		
1853:48 CAM-3	OKedoky.		
1853:51 CAM-3	do you want me to make you my special fruity juice cocktail? (you wanna try it?)		
1853:56 CAM-1	how fruity is it?		
1853:57 CAM-3	(try it?)		
1853:58 HOT-2	alright, I'll be a guinea pig.		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1854:02 CAM	[sound similar to cockpit door being closed]		
1854:07 HOT-1	[sound similar to person taking a deep breath]		
		1854:19 c1e4	Delta ten eighty three, reduce speed to two ten. contact Pit approach one two one point two five.
		1854:24 DL1083	twenty one twenty five, good day.
		1854:27 c1e4	USAir four twenty seven cross CUTTA one zero thousand two five zero knots now.
		1854:30 rd0-1	ten two fifty over CUTTA, USAir four twenty seven.
1854:36 HOT-2	this thing's gonna Scream and holler. I can't do that.		
1854:42 HOT-1	thirty eleven.		
1854:43 HOT-2	thirty eleven set.		
1854:44 HOT-1	you can't make it?		
1854:45 HOT-2	it's gonna say it can't.		
1854:49 HOT-2	because its ....it it uh, it'll do it. I'll make it do it.		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1854:53 CAM	[sound of unidentified click]		
1854:55 HOT-2	see, it's callin' me names like it did you.		
		1856:16 CLE4	USAir four twenty seven reduce speed to two one zero now that's at the request of Pit approach I'll take the speed first.
		1856:22 RDO-1	OK speed back to two ten USAir four twenty seven. uh, we'll do our best to make the restriction.
		1856:27 CLE4	don't have to now. just uh, speed first uh, pd to ten.
		1856:31 RDO-1	you got it.
		1856:32 CLE4	USAir four twenty seven, contact Pit approach one two one point two five.
		1856:36 RDO-1	twenty one twenty five, USAir four twenty seven, good day.
1856:43 HOT-1	two ten, he said.		
1856:45 HOT-2	two ten? oh, I heard two fifty, #.		



INTRACOCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1856:49 HOT-1	I may have misunderstood him.		
		1856:52 RDO-1	approach, USAir four twenty seven is descending to ten.
		1856:55 APR	Shuttle twenty nine zero eight, turn right heading zero niner zero. contact approach one two three point niner five.
		1857:05 APR	USAir fourteen ninety nine, turn left heading one zero zero. contact approach one two four point one five.
1857:07 CAM	[sound similar to cockpit door being opened]		
1857:08 CAM-3	here it is.		
1857:09 HOT-1	alright,		
1857:09 HOT-2	alright. thank you, thank you.		
1857:10 CAM-3	(now ** be fooled) if you don't like, I didn't taste 'em so I don't know if they came out right.		
		1857:11 US1499	one hundred degrees and twenty four fifteen, US fourteen ninety nine.

## INTRACOCKPIT COMMUNICATION

TIME & SOURCE	CONTENT
1857:14 HOT-1	that's good [simultaneous with previous ATC transmission]
1857:15 CAM-3	•
1857:16 HOT-2	that is good ..
1857:17 CAM-3	it's good.
1857:17 HOT-2	..that is different. be real, be real good with some dark rum in it.
1857:20 CAM-3	yeah right. (can I get you something else?)
1857:26 HOT-2	what kind of <i>speed?</i> OK.

## AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT
1857:14 APR	USAir eighteen seventy four, descend and maintain six thousand.
1857:23 APR	USAir four twenty seven, Pittsburgh approach. heading one six zero vector ILS runway <b>two</b> eight right final approach course. speed two one zero.
1857:29 RDO-1	we're, comin' back to two ten and uh, one sixty heading down to ten, USAir four twenty seven, and uh, we have Yankee.

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1857:40 HOT-1	what runway did he say? OK.		
		1857:43 APR	USAir fourteen sixty two, Pittsburgh approach heading zero four zero vector ILS three two final approach course.
1857:43 HOT-2	***		
1857:45 HOT-1	it tastes like a **		
1857:46 HOT-2	good.		
1857:47 HOT-1	there's little grapefruit in it.		
1857:49 CAM-3	no. [sound of laughter]		
		1857:54 APR	USAir sixteen seventy four turn left heading one zero zero. contact approach one two four point one five.
1857:54 HOT-2	**cranberry.		
1857:55 CAM-3	yeah. you saw that from the color.		
		1858:00 US1674	twenty four fifteen and a hundred on the heading US sixteen seventy four.

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1858:02 CAM-1	how else is in it?		
1858:03 CAM-2	uh, sprite?		
		1858:03 APR	Delta ten eighty three, descend and maintain six thousand.
1858:04 CAM-3	diet sprite.		
1858:06 CAM-2	huh.		
		1858:07 DL1083	six thousand, ten eighty three.
1858:08 CAM-3	and I guess you could do it with sprite. probly be a little better if you do.		
1858:10 CAM-1	yeah, there's more?		
1858:11 CAM-3	one more.		
1858:13 CAM-2	ah.		
1858:13 HOT-2	oh jay?		
		1858:14 APR	USAir three seventy four, turn right heading one one zero.

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1858:14 <b>CAM-3</b>	you got it.		
1858:17 <b>HOT-2</b>	huh.		
1858:17 <b>CAM-3</b>	cranberry orange and diet sprite.		
1858:17 <b>CAM-2</b>	really nice.		
1858:18 <b>CAM-3</b>	it's different. could ya keep comin' out aaah, whataya' got different and ..		
1858:20 <b>CAM-I</b>	I always mix the cranberry and the grapefruit, I like that.		
		1858:21 APR	USAir eighteen seventy four, reduce speed please to one niner zero then continue the descent to maintain six thousand.
1858:24 <b>CAM</b>	[sound of aural tone similar to altitude alert]		
1858:25 <b>CAM-3</b>	** OK, back to work.		
1858:26 <b>CAM-2</b>	OK.		
1858:29 <b>CAM</b>	[sound similar to cockpit door opening and closing]		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1858:29 HOT-2	I suspect we're gonna get the right side.		
		1858:33 APR	USAir four twenty seven, descend and maintain six thousand.
		1858:36 RDO-1	cleared to six, USAir four twenty seven.
1858:36 HOT-1	[intermittent static sound (heard on captain's channel only) lasting for three seconds]		
1858:48 CAM	[sound of click similar to approach plate clip being snapped]		
1858:50 HOT-2	oh my wife would like that [non-pertinent comment]		
1858:56 HOT-1	cranberry orange and sprite.		
		1858:57 APR	USAir <del>sixteen</del> seventy four, contact approach one two four point one five.
1858:58 HOT-2	yeah.		
1859:04 HOT-2	I guess we ought to do a preliminary Pete.		
1859:06 HOT-1	altimeters and flight instruments thirty eleven?		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1859:08 HOT-2	my side.		
1859:11 HOT-1	aah, where are we .... landing data is ...		
1859:14 HOT-2	posted on my side for a hundred and nine.	1859:12 285LM	Pit, two eight five Lima Mike is thirteen for uhh, ten with Allegheny's Hotel.
1859:16 HOT-1	thirty three, forty three an two hundred.	1859:15 APR	November two eight five Lima Mike, Pittsburgh approach. direct Montour vector ILS runway two eight final approach course.
1859:22 HOT-1	shoulder harness?	1859:21 285LM	Montour on the vectors, Lima Mike...
1859:25 HOT-2	on.	1859:24 APR	USAir fourteen sixty two, descend and maintain six thousand.
1859:28 CAM	[sound of clicks similar <i>to</i> shoulder harness being fastened]		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1859:28 HOT-1	approach brief?	1859:30 APR	USAir three seventy four, contact approach one two three point niner five, good day.
1859:31 HOT-2	plan two eight right. two seventy nine inbound, one eleven seven.		
1859:36 HOT-2	[sound similar to deep inhale and exhale]	1859:41 APR	USAir three zero nine, Pittsburgh approach, heading zero five zero vector <b>ILS</b> runway three two final approach course.
1859:54 HOT-1	ah, don't do this to me.		
1859:56 HOT-2	[sound of chuckle] froze up did it?	1900:08 APR	Delta ten eighty three, turn left heading one three zero. reduce speed to one niner zero.
1900:12 HOT-1	[intermittent static sound (heard on captain's channel only) for seventeen seconds]		
1900:12 HOT-1	I hate it when you don't hear the other transmissions.	1900:13 <b>DL1083</b>	one thirty one ninety speed, Delta ten eighty three.



INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1900:14 HOT-2	[chuckle] yeah.	1900:15 APR	USAir four twenty seven turn <del>left</del> heading one four zero, reduce speed to one niner zero.
1900:24 CAM	[sound of three clicks similar to flap handle being moved]	1900:20 RDO-1	OK, one four zero heading and one ninety on the speed, USAir four twenty seven.
1900:26 CAM	[sound of single chime similar to seat belt chime]		
1900:26 HOT-2	oops, I didn't kiss 'em 'bye.		
1900:28 CAM	[clicking sound similar to trim wheel turning at auto-pilot trim speed]		
1900:31 HOT-2	what was the temperature, 'member?	1900:33 APR	five Lima Mike contact Pittsburgh departure one <del>two</del> four point seven five.
1900:34 HOT-1	seventy five.		
1900:35 HOT-2	seventy five?		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1900:37 <b>CAM</b>	[clicking sound similar to trim wheel turning at auto-pilot trim speed]	1900:40 <b>285LM</b>	twenty four seventy five, Lima Mike.
1900:43 <b>PA-4</b>	...seatbelts and remain seated for the duration of the flight.		
1900:44 <b>PA-2</b>	<b>folks</b> , from the flight deck we should be on the ground in 'bout ten more minutes. uh, sunny skies, little hazy. temperature, temperature's ah, seventy five degrees. wind's out of the west around ten miles per hour. certainly 'preciate you choosing USAir for your travel needs this evening, hope you've enjoyed the flight. hope you come back and travel with us again. this time we'd like to ask our flight attendants please prepare the cabin for arrival. ask you to check the security of your seatbelts. thank you.	1900:46 <b>APR</b>	Delta ten eighty three, turn left heading one zero zero.
		1900:48 <b>DL1083</b>	one zero zero, ten eighty three.
		1901:04 <b>RDO-1</b>	did you say two eight <del>left</del> for USAir four twenty seven?
1901:06 <b>CAM</b>	[chime similar to seatbelt chime]	1901:06 <b>APR</b>	uh, USAir four twenty seven, it'll be <b>two</b> eight right.

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1901:10 HOT-1	two eight right.	1901 :08 rd0-1	two eight right, thank you.
1901:11 HOT-2	right, two eight right. that's what we planned on. autobrakes on one for it.	1901 :18 APR	Delta ten eighty three contact approach one two four point one five.
		1901 :22 DL1083	twenty four fifteen, good day.
		1901 :26 APR	USAir fourteen sixty two at <b>six</b> thousand, reduce speed to one niner zero.
1901 :35 HOT-1	I can't***.	1901 :36 APR	USAir three zero niner, descend and maintain six thousand then reduce speed to one niner zero.
1901 :42 HOT-2	Bravo thirty nine .... that's not too bad that's ...	1901 :47 APR	USAir eighteen seventy four turn right heading one zero zero. contact approach one two three point niner five.
1901 :48 HOT-2	.. 'bout half way.		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1901:50 <b>CAM</b>	[aural tone similar to altitude alert]		
1901:51 <b>HOT-2</b>	(then) ... (works)		
1901:56 <b>HOT-1</b>	seven for <b>six</b> .		
		1901:57 <b>APR</b>	USAir fourteen sixty two turn right heading zero eight zero.
1901:58 <b>HOT-2</b>	seven for six.		
1902:06 <b>HOT-1</b>	boy, they always slow you up so bad here.		
1902:08 <b>HOT-2</b>	that sun is gonna be just like it was takin' off in Cleveland yesterday too. ■ Just gonna close my eyes. [sound of laughter] you holler when it looks like we're close. [sound of laughter]		
1902:24 <b>HOT-1</b>	[sound of chuckle] OK.		
		1902:24 <b>APR</b>	USAir four twenty seven, turn left heading one zero zero. traffic will be one to two o'clock, six miles, northbound Jetstream, climbing out of thirty three for five thousand.
		1902:32.0 <b>rd0-1</b>	we're looking for the traffic, turning to one zero zero, USAir four twenty seven.

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1902:32.9 <b>CAM</b>	[sound similar to aircraft engines increasing in RPM to a steady value]		
1902:34.8 <b>CAM</b>	[clicking sound similar to trim wheel turning at auto-pilot trim speed]		
190254.3 <b>HOT-2</b>	oh ya, I see zuh Jetstream.		
190257.0 <b>HOT-1</b>	[sound similar to three electrical clicks within one second]		
190257.5 <b>HOT-1</b>	sheeez.		
1902:57.6 <b>HOT-2</b>	zuh.		
190258.1 <b>CAM</b>	[sound of thump]		
1902:58.6 <b>CAM</b>	[sound of "clickety click"]		
190258.7 <b>HOT-1</b>	[sound similar to person inhaling/exhaling quickly one time]		
190259.1 <b>CAM</b>	[sound of thump of less magnitude than the first thump]		
1902:59.4 <b>HOT-1</b>	whoa.		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1902:59.5 CAM	(sound of "clickety click")		
1903:00.7 CAM	[clicking sound similar to trim wheel turning at auto-pilot trim speed]		
1903:01.1 HOT-1	hang on		
1903:01.5 CAM	[sound similar to aircraft engines increasing in RPM]		
1903:01.6 HOT-2	[sound similar to pilot grunting]		
1903:02.0 HOT-1	hang on.		
1903:02.1 CAM	[sound of click and wailing horn similar to auto-pilot disconnect]		
1903:03.6 HOT-1	hang on.		
1903:04.6 HOT-2	oh #.		
1903:05.2 HOT-1	hang on.		
1903:07.5 CAM	[sound of increasing amplitude similar to onset of stall buffet]		
1903:08.0 HOT-1	what the hell is this?		

INTRA-COCKPIT COMMUNICATION		AIR-GROUND COMMUNICATION	
TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1903:08.1 CAM	[vibrating sound similar to aircraft stick shaker starts and continues to end of recording]		
1903:08.3 CAM	[sound of aural tone similar to altitude alert]		
1903:09.4 JSAP	traffic traffic		
1903:09.4 CAM	traffic traffic		
1903:09.6 HOT-1	what the ...		
1903:09.9 HOT-2	oh...		
1903:10.6 HOT-1	oh God. oh God.		
		1903:13.3 APR	USAir....
		1903:15.0 rd0-1	four twenty seven emergency.
1903:17.4 HOT-2	#.		
1903:18.1 HOT-1	pull		
1903:18.5 HOT-2	oh #.		

## INTRA-COCKPIT COMMUNICATION

## AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1903:19.1 HOT-1	pull		
1903:19.7 HOT-1	(pull)		
1903:20.8 HOT-2	God.		
1903:21.1 HOT-1	[sound of screaming]		
1903:22.5 HOT-2	no.		
1903:22.8 END of RECORDING			
END of TRANSCRIPT			