NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

April 24, 2012

OPERATIONAL FACTORS GROUP REPORT ERRATA

DCA11MA076

Make the following deletions (strikethrough) to D. History of Flight, page 10, second paragraph:

> About 0919, the third test turn of Card 6C was performed. At rotation, the PIC said “I’m going up, got 9 [degrees], I’m going up, didn’t stay there very long that time.” FTE 1 agreed. The PIC said “see what that does for us.” FTE 1 said “okay that’s good.” The PIC said “did you like that one?” FTE-1 said “well you didn't stay long, that was better on pitch.” The PIC said “got nine [degrees] and just continued up.” FTE 1 said “you’re six knots fast instead of ten, so that was a lot better. I think that’s probably as good as it gets for that.” The PIC said “could be, if you want any pause at nine [degrees].” FTE 3 said “speeds were better this time, pitch is a little high.” The PIC said to FTE 3, “we didn't pause very long as 9 [percent]. We’re trying to capture that V2 at 35 [feet], so we’re just, it’s just not there very long. I think that’s what you were seeing.” FTE 1 said “that helps.” The SIC said “it’s really just becoming, especially when it’s all engines, a 50 pound pull just to try to get the speed, to get the rate.” The PIC said “yeah I don’t even have to think about it anymore, we don't have to be jerking it off the runway or anything.” ~~During the maneuver, the SIC attempted to raise the landing gear twice before the gear was in Air Mode. The SIC raised the gear successfully on the third attempt.~~

Make the following insertions (underline) to D. History of Flight, page 10, third paragraph:

> The test team then performed the first of two runs of last test card, which was Card 7, an OEI takeoff at MTOW, MTO power on the left engine, MTO power to a throttle chop on the right engine, and a flap setting of 10 degrees. During the first test run, the airplane was rotated to the 9 or 10 degrees of pitch, held for a few seconds, and then climbed at about 15 degrees of pitch. The pitch attitude remained very close to the PLI, tracking just under it. <u>During the maneuver, the SIC attempted to raise the landing gear twice before the gear was in Air Mode. The SIC raised the gear successfully on the third attempt.</u> After landing, the PIC said that they could try the same test run again using less of a pause while at the target pitch value. He said “it’s almost a continual maneuver then...I can try that, target nine [degrees] and just keep on going. I don't know how else we’re gonna do it.” FTE 1 said “it seems like we are kinda hangin’ there for a little bit.” The PIC said “well we’re pausing, because we’re tryin’ to do this capture, and I think we’re getting too focused on that…I think it’s a target, and then uh ‘cause you have a real engine failure, the guys aren’t gonna be looking at nine degrees, they’re gonna be lookin’ at tryin’ to get to V2, they’re not gonna be payin’ any attention to that. so that’s what I’m thinkin’. It’s an abnormal.”

Make the following deletions (strikethrough) to E. Details of Investigation, 3.2 SIC Information, page 18, first paragraph:

> The SIC received a Bachelor of Science degree in Marine Systems Engineering from the U.S. Merchant Marine Academy in ~~December 1999~~. He received a Masters of Science degree in Aeronautical Engineering from the Naval Postgraduate School. He also was a graduate of the U.S. Naval Test Pilot School.

Make the following insertions (underline) to E. Details of Investigation, 3.2 SIC Information, page 18, first paragraph:

> The SIC received a Bachelor of Science degree in Marine Systems Engineering from the U.S. Merchant Marine Academy in 1983. He received a Masters of Science degree in Aeronautical Engineering from the Naval Postgraduate School in December 1999. He also was a graduate of the U.S. Naval Test Pilot School.