

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

February 14, 2013

DCA11MA076

SECOND ERRATA TO THE
HUMAN PERFORMANCE
GROUP CHAIRMAN'S FACTUAL REPORT

Make the following deletions (~~striketrough~~) and insertions (underline) in paragraph 5 of section 1.5.1.1. *Activity look-back / 72-hour history.*

On Saturday, April 2, the PIC's colleagues recalled seeing him in the hotel lobby at the usual time (about 0530). Flight test video showed him entering the cockpit at ~~0541~~0641. The crew performed their first takeoff at ~~0617~~about 0717. At 0857, after 9 takeoffs, the PIC parked the airplane near the telemetry trailer, visited the restroom, and went into the telemetry trailer. Subsequent comments made by the PIC and captured on cockpit audio recordings indicate that he had a discussion with APG1 about how the tests were going. Both pilots entered the cockpit and the PIC began to taxi the airplane at 0908. The crew performed 3 more takeoffs, the last of which was the accident takeoff.

Make the following deletions (~~striketrough~~) and insertions (underline) in paragraph 5 of section 1.5.2.1. *Activity look-back / 72-hour history.*

On Saturday, April 2, the SIC's colleagues recalled seeing him in the hotel lobby area at the usual time (about 0530) and phone records showed no earlier activity. Flight test video showed the SIC entering the cockpit at ~~0541~~0641 and the crew performed their first takeoff at ~~0617~~0717. At 0857, after 9 takeoffs, the PIC parked the airplane near the telemetry trailer and both pilots left the cockpit. Subsequent comments made by the SIC and captured on cockpit audio recordings indicate that he had a discussion with FTE1 about how the tests were progressing while the airplane was parked. The pilots entered the cockpit, and the PIC began to taxi the airplane at 0908. The crew performed 3 more takeoffs, the last of which was the accident takeoff.