Boeing Commercial Airplane Group
P.O. Box 3707
Seattle, WA 98124-2207

July 5, 1995
BU01B-15299-ASI

BY FACSIMILE: (202) 382-0691

Mr. Greg Phillips, AS-40
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington DC 20594-2000

BOEING

Subject: Rudder Pedal Adjustment USAir 737-300 Accident N513AU Near Pittsburgh, September 8, 1994

Reference: Telecon Howes/Phillips, dated July 5, 1995

Dear Mr. Phillips:

As discussed in the reference telecon, enclosed represents the measurements for the rudder pedal jackscrew as found in the wreckage of the subject event. From these measurements the actual rudder pedal adjusted position for each crew member can be determined.

We understand that the Structures Group will be attempting to identify the seat position for each crew member tomorrow at the NTSB facilities. This information, along with crew measurements, may be useful to the Human Performance Group in understanding some of the human factors issues related to this accident.

If you have questions, please contact me.

Very truly yours,

FLIGHT TEST

[redacted]

FOR

John W. Purvis
Director, Air Safety Investigation
Org. B-U01B, M/S 14-HM
Telex 32-9430, STA DIR PURVIS

[redacted]

Enclosure: Boeing Field Notes, *Rudder Pedal Adjustment Observastions,* December 20, 1994

cc: Tom Haueter, AS-10

USAIR 427 Investigation
Rudder Pedal Adjustment Obvervations

Date of observations: 12/20/94

Location of observations: Boeing EQA Laboratories

Participatants:

Mike Stockhill	NTSB Seattle
Richard Babunovic	Boeing
Paul Hermanson	Boeing

Note: These observations were coordinated with the systems group chairman Greg Philips.

Observations:

The pilot and co-pilots rudder jackshaft assemblies were measured to determine the rudder pedal neutral position adjustment for each. The following measurements were taken:

Pilots
Distance between the fixed pivot and sliding yoke as measured along the sliding surface is 1.15 inches (see hand sketch below)

Co-Pilot
Distance between the fixed pivot and sliding yoke as measured along the sliding surface is 0.86 inches of exposed sure (see hand sketch below)