

APPENDIX F

Cockpit Documentation

The Chairman of the Airport Group stated that the rescue personnel “turned many switches off” on the night of the accident. The rescue personnel also stated that they stepped on the pedestal and dragged the first officer over the pedestal in order to remove him from the airplane.

Overhead Panel

L GEN - ON
R GEN - ON
APU GEN - NORM
AC Volts, Frequency, Amps - 0
CKT BKR LT - OFF
STBY COMP - OFF
THNDRSTRM LT - OFF
CKPT FLOOD - OFF
ANTI-SKID - Armed
YAW DAMP - OFF
MACH TRIM COMP - OVRD (bent downward)
L & R WINDSHIELD WIPER - OFF (wipers found in vertical position)
EMER LTS - ARMED
NO SMOKE & SEAT BELTS - ON
WINDSHEILD ANTI-ICE - ON
WINDSHEILD ANTI-FOG - ON
L ENGINE ANTI-ICE - ON (bent)
R ENGINE ANTI-ICE - OFF
PILOT & COPILOT MAP LTS - OFF

Glare Shield

LT & RT WING LDG LTS - OFF (both wing landing lights found extended)
NOSE LTS - OFF
PILOT FD - OFF
COPILOT FD - ON
AUTO PILOT - OFF
AUTO PILOT SEL - COPILOT
AUTO THROT - OFF
HDG - 25°
LT & RT FLOOD LTS - ON
ANTI COLLISION - OFF
POS/STROBE - OFF

Main Instrument Panel (Center)

LT Fire Handle - extended about 2.5 inches (broken downward)
RT Fire Handle - extended about 2.0 inches (broken downward)
Brake Pressure - LT - 1,800 psi , RT - needle broken

Assumed Temperature: 41
OIL QUANTITY - Lt. 16.5 quarts, Rt. 7.5 quarts
LT & RT Oil Pressure - 0
LT & RT N1, N2, EGT - 0
Flap Position - LT Needle - 4°, RT Needle - 40°
Standby Attitude - RT Bank ≈22°
Standby Altimeter - 990 Feet, 29.85 "Hg (1011 MB)

Main Instrument Panel (Copilot)

LT HYD PRESS - 2,500 (Glass Cracked)
RT HYD PRESS - 1,900 (Glass Shattered)
LT HYD PUMP - LOW (impact damage)
RT HYD PUMP - HIGH
LT HYD Fluid Quantity - 11 quarts
RT HYD Fluid Quantity - Off Scale
BRAKE TEMP - 0
COPILOT AIRSPEED -
0.160 MACH
pointer - < 60 knots
exterior white bugs - 80, 152, 182, 236
exterior red bug - 128
interior red bug - 150
red flag - visible
COPILOT RMI -
RMI HDG - 76°
VOR - selected
OFF Flag - Visible
Double Arrow - 100°
Single Arrow - 150°
INSTR PANEL LTS -
PANEL - 3 O'clock Position
DIGITAL - 10 O'clock Position
FLOOD - 3 O'clock Position
COPILOT DIRECTIONAL GYRO -
Flags - Heading and G/S Visible
Heading - 075°
CDI - Centered
Needle - 041°
Heading Bug - 020°
COPILOT ATTITUDE INDICATOR -
Flags - ATT, G/S, SPD, FD, Runway
Pitch - 0°
Roll - 22° RT bank
FD Bars - Out of view

COPILOT RADAR ALTIMETER -

Set Altitude - 200 feet

Displayed Altitude - 180 feet

COPILOT ALTIMETER -

OFF Flag - Visible

BARO - 29.86 "Hg (1011 MB)

Orange Bug - 460 feet

White Bug - 220 feet

FLOOR LTS - OFF

Pedestal

WEATHER RADAR: Switch: WX

Range: 20 miles

Gain: Auto

Tilt: +15

Bright Knob: 9 O'clock position

ATC 1 - TA/RA

FLAP HANDLE - Forward of 11°, not in a detent (easily moved)

THROTTLES: Piggybacks Down

Right: 90% (approx.)

Left: 80% (approx.)

STAB TRIM - 4° ANU

AUTO BRAKE - Disarmed (electrically latched switch)

AUTO BRAKE - Rotary switch set to MED

RUD TRIM - 13 units Right.

AIL TRIM - 0.1 unit Left.

COPILOT RADIO - LT - 125.57, RT - 129.20

PILOT RADIO - LT - 135.40, RT - 118.67

MECHANICAL CHECKLIST - Takeoff Setting

- | | <u>LT</u> | <u>RT</u> | |
|----|-----------|-----------|-----------------------------|
| 1. | LT | RT | (LT/RT is Switch Direction) |
| 2. | LT | RT | |
| 3. | LT | RT | |
| 4. | LT | LT | |
| 5. | RT | LT | |

Main Instrument Panel (Pilot)

Pilot panel and instruments were destroyed by impact damage.