

Docket No. SA-531

Exhibit No. 12-B

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Cockpit Voice Recorder Group Chairman
Factual Report Addendum

(111 Pages)

**NATIONAL TRANSPORTATION SAFETY BOARD
Office of Research and Engineering
Vehicle Recorder Division
Washington, D.C. 20594**



GROUP CHAIRMAN'S FACTUAL REPORT OF INVESTIGATION

DCA09MA027

**By
Christopher Babcock**

WARNING

The reader of this report is cautioned that the transcription of a cockpit voice recorder audio recording is not a precise science but is the best product possible from a Safety Board group investigative effort. The transcript or parts thereof, if taken out of context, could be misleading. The 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.

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division

Washington, DC 20594

June 3, 2009

Cockpit Voice Recorder Addendum - 12

Group Chairman's Addendum to Factual Report By Christopher Babcock

A. EVENT

Location: Clarence Center, New York
Date: February 12, 2009, 2217 Eastern Standard Time (EST)¹
Aircraft: Dash 8-Q400, N200WQ
Operator: Colgan Air Inc. d.b.a. Continental Connection flight 3407
NTSB Number: DCA09MA027

B. GROUP A group was convened on June 2, 2009.

Chairman: Christopher Babcock
Aerospace Engineer
National Transportation Safety Board

Member: Bill Honan
Chief Pilot
Colgan Air

Member: Tony James
Air Safety Investigator
Federal Aviation Administration

Member: Chris Nelson
Captain
Air Line Pilots Association

¹ All times are expressed in local EST, unless otherwise noted.

C. SUMMARY

On February 12, 2009, about 2217 EST, a Colgan Air Inc., Bombardier Dash 8-Q400, N200WQ, d.b.a. Continental Connection flight 3407, crashed during an instrument approach to runway 23 at the Buffalo-Niagara International Airport, Buffalo, New York. The four flight crew and 45 passengers were fatally injured and the aircraft was destroyed by impact forces and post crash fire. There was one ground fatality. Night visual meteorological conditions prevailed at the time of the accident. The flight was a Title 14 Code of Federal Regulations (CFR) Part 121 scheduled passenger flight from Liberty International Airport, Newark, New Jersey, to Buffalo.

The CVR group reconvened on June 2, 2009, in order to document events from the ground taxi portion, 20:15:48 through 21:18:19, of the flight and capture additional events from the in-flight portion. All of these events are highlighted in yellow. This addendum is intended to supplement, not replace, information contained in the CVR Group Chairman's Factual Report. Bombardier was invited but elected not to participate.

Christopher Babcock
Aerospace Engineer
Vehicle Recorder Division

Addendum to transcript of a Honeywell 6022 SSCVR 120 solid-state cockpit voice recorder, serial number 97896, installed on a Colgan Air Dash 8-Q400 (N200WQ), which crashed during an instrument approach to the Buffalo-Niagara International Airport, Buffalo, NY.

LEGEND

CAM	Cockpit area microphone voice or sound source
HOT	Flight crew audio panel voice or sound source
INT	Interphone voice or sound source
PA	Public address sound source
RDO	Radio transmissions from N200WQ
RAMP	Radio transmission from Newark Ramp controller
GND	Radio transmission from Newark Ground controller
TWR	Radio transmission from the Newark Tower controller
DEP	Radio transmission from New York Departure controller
ZNY	Radio transmission from the New York Center controller
ZOB	Radio transmission from the Cleveland Center controller
APP	Radio transmission from the Buffalo Approach controller
OPS	Radio transmission from the Colgan Buffalo Operations ground controller
-A	First controller at identified ATC facility
-B	Second controller at identified ATC facility
-C	Third controller at identified ATC facility
-1	Voice identified as the captain
-2	Voice identified as the first officer
-3	Voice identified as the flight attendant
-?	Voice unidentified
*	Unintelligible word
#	Expletive
@	Non-pertinent word
()	Questionable insertion
[]	Editorial insertion

Note 1: Times are expressed in Eastern Standard Time.

Note 2: Generally, only radio transmissions to and from the accident aircraft were transcribed.

Note 3: Words shown with excess vowels, letters, or drawn out syllables are a phonetic representation of the words as spoken.

Note 4: A non-pertinent word, where noted, refers to a word not directly related to the operation, control or condition of the aircraft.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

20:15:48

**START OF RECORDING
START OF TRANSCRIPT**

20:16:03.4

HOT-1 heard somebody on the— on the phone earlier today before I saw you for the first time this morning. I believe it was— yeah yeah it was before that. that uh was talking about you know possibly getting Qs later this year.

20:16:11.0

HOT-2 uh-huh... oh yeah?

20:16:23.3

HOT-1 so there's been some scuttlebutt...uh...

20:17:30.3

RAMP Colgan thirty four oh seven monitor ground on point eight. he'll be with you in about uh five minutes.

20:17:35.7

RDO-2 over to ground Colgan thirty four zero seven.

20:17:43.2

HOT-2 yeah I've heard so many things and people say this and people say that.

20:17:47.3

HOT-1 yeah.

20:17:47.6

HOT-2 I'm just— I'm surprised at how calmly— I usually don't do very well with not knowing what's happening. I like to know exactly what it's going to be you know in my future for the next day the next week the next month. and I'm just— now that I'm commuting from Seattle I'm thinking you know it really doesn't matter where you know I would— if it went anywhere else I'd put in a bid to go anywhere but Newark. I can't get farther away from Seattle really...well so much I like Florida but I just have never heard any of those rumors.

20:18:20.8

HOT-1 no I haven't either.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:18:22.1

HOT-2 or Atlanta.

20:18:22.8

HOT-1 actually the the the Saab would do pretty well as long as they weren't on uh they would never go on derivative power. [sound of throat clearing] they have a derivative uh— oh man DC ten. or an MD eleven. one of the two.

20:18:36.2

HOT-2 **.

20:18:41.3

HOT-1 FedEx. oh you know those guys. that was like a carrier landing to them.

20:18:45.2

HOT-2 yeah.

20:18:49.1

HOT-1 um anyway uh— what was I gonna say...oh the Saab.

20:18:57.1

HOT-2 yeah.

20:18:57.3

HOT-1 they have a derivative engine program that uh you know when the engine starts producing less then then rated power you know they— then we go into a derivative situation. the only time it hurts which would really hurt in Florida obviously is when it's hot and heavy.

20:19:05.7

HOT-2 uh-huh...yeah.

20:19:16.8

HOT-1 you know it doesn't climb for beans. but but as far as— I flew the nineteen hundred in in Florida and to go down there in the summertime in the afternoon when the thunderstorms are all developing and everything that nineteen hundred gets tossed around pretty good.

20:19:35.5

HOT-2 yeah.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:19:36.1

HOT-1

but the uh the three forty is pretty solid. it it uh it bounces around but it it's so much heavier than the nineteen hundred it doesn't— it doesn't do too bad.

20:19:47.3

HOT-2

yeah I was flying in Flagstaff and the density in Arizona— the density altitude of I think it's like eleven thousand five hundred.

20:19:56.8

HOT-1

uh-huh.

20:19:58.5

HOT-2

and that I was just in like an Arrow— a Piper Arrow. but the runway slopes a little bit and you can't climb faster than the runway slopes like you'll take off and then the runway slopes up a little bit— Sedona does the same thing and I was there around the same week when it was just horrible density altitude. and you'd take off and my students would try to pull the nose up and I'd push it right back down and you know you'd hit the runway again before you can get enough speed to actually get up and off the ground. it's really not a very comfortable feeling.

20:20:24.5

HOT-1

wow.

20:20:27.5

HOT-2

but when it's a hundred and twenty down in Phoenix and you get a little bit higher in the mountains and you know it's still it's cooled down to a hundred and five but you're at you know seven thousand feet altitude.

20:21:22.9

HOT-2

I was in one of those this morning.

20:21:25.4

HOT-1

yeah.

20:21:26.1

HOT-2

I was in one of those this time last night.

20:21:41.2

HOT-1

ohhh heavens.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:22:23.7

HOT-1

you know the bad thing is is uh because they you know cancelled the Rochester round trip— or wherever we were going— was it Rochester? yeah I think it was.

20:22:33.7

HOT-2

yeah. now this doesn't mean anything.

20:22:35.7

HOT-1

this doesn't mean anything. you know you can't uh make a dime off of this.

20:22:41.0

HOT-2

yeah although I'm still excited about flight time so. [sound of laughter] I'm glad you know the more flight time I get the better.

20:23:14.1

HOT-?

[sound of snuffle]

20:23:14.5

HOT-2

no and they— I told you that they dropped a four day trip from my PC check.

20:23:18.8

HOT-1

yeah yeah yeah.

20:23:19.4

HOT-2

yeah so I think I'm at like sixty five hours or so anyways. it it would take a lot of over to get me up there.

20:23:33.1

HOT-2

did you see the lines for next month?

20:23:35.3

HOT-1

shew. yeah I saw them. not good for me. [sound of throat clearing]

20:23:39.4

HOT-2

ohhh. I printed them out I didn't look at them.

20:23:43.2

HOT-1

I'll be in the back. just a sec.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:23:44.7
HOT-2

I got one.

20:23:46.7
PA-1

folks from the flight deck just to keep you updated. uh we're we're gonna be sitting here just for a few more minutes uh... we did have some taxi delays out there obviously because of the uh the weather. uh planes are moving right now we're about number twenty uh for takeoff so it'll be uh it'll probably be another forty minutes. forty to forty five minutes before we're airborne. I appreciate your patience.

20:24:15.2
HOT-1

[sound of throat clearing]

20:24:30.3
HOT

[sound of double chime]

20:24:34.9
INT-1

what's up?

20:24:35.3
INT-2

hi. passengers would like to know if they can use cell phones. they all need to do some calls.

20:24:39.5
INT-1

oh I I figured as much. I thought about that right whenever uh I got done.

20:24:46.1
INT-3

that be okay?

20:24:46.7
INT-1

and I was just waiting for the call. I knew you were gonna call. I was just you know I was surprised you didn't call fifteen seconds earlier.

20:24:49.1
INT-3

[sound of laughter]

20:24:55.2
INT-3

and were gonna go ahead and give 'em some water. is that okay?

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
SOURCE

CONTENT

TIME and
SOURCE

CONTENT

20:24:58.2

INT-1 uh yeah but be careful because I may be moving up here just you know in just a little while just to a different place.

20:25:03.8

INT-3 okay. okay that's fine.

20:25:05.3

INT-1 and if you guys want to be up and uh do some water or something that'll be good.

20:25:07.2

INT-3 yeah yeah just in case we can't do any service in the air. 'cause I have to tell you a lot of them are not very happy so we'll try to get them happy.
[sound of laughter]

20:25:15.7

INT-1 okay that sounds wonderful. okay thanks.

20:25:16.8

INT-3 thanks. alright.

20:25:30.0

PA-3 ladies and gentlemen if you need to use your cellphones I have asked the captain and he said that it would be okay. thank you.

20:25:39.5

HOT-? [sound of snuffle]

20:25:49.1

HOT-1 ohh heavens...I am glad I came over to the uh Q. my— my whole deal with uh you know comin' over even though I'm kind of getting screwed on the on the schedules.

20:26:05.6

HOT-2 yeah.

20:26:06.0

HOT-1 and I'll you how uh what it will do is if these things go to Houston in six months or nine months or whatever I'm already in the Q.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:26:16.5
HOT-2

yeah.

20:26:19.3
HOT-1

uh there are a lot of guys in Houston right now that have more seniority than I do uh um that refuse to go to the Q until it gets to Houston.

20:26:31.3
HOT-2

yeah.

20:26:32.1
HOT-1

so I figured well you know I'll go ahead and jump in the Q.

20:26:36.5
HOT-2

yeah.

20:26:37.0
HOT-1

uh maybe I'll be able to uh take another day off.

20:26:39.7
HOT

[sound of double chime]

20:26:41.2
HOT-1

I'll get it.

20:26:43.1
INT-1

yes?

20:26:43.5
INT-3

what about using the lav? we've got a couple of people that are a little annoyed because we're telling them they can't use the lav.

20:26:51.3
INT-1

uh well you know as long as I'm sittin' here uh let me know whenever they're seated because I I don't know when they're gonna— when they're gonna release us to uh to move. uh but go ahead and just keep us updated for each and every person that gets up to go to the lav I need to know when they're seated. when they're seated.

20:27:09.1
INT-3

oh okay.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:27:09.7
HOT-1 okay?

20:27:10.4
INT-3 alright.

20:27:11.1
INT-1 alright.

20:27:11.5
INT-3 alright.

20:27:11.8
INT-1 tell them to piss off early.

20:27:14.9
HOT-2 [sound of laughter]

20:27:17.7
HOT-2 [sound of throat clearing]

20:27:30.8
HOT-1 anyway. um you know I jumped on this thing. I figured you know I was busting my butt on the on the Saab.

20:27:39.2
HOT-2 yeah.

20:27:39.8
HOT-1 um my philosophy is it's all about the pay credit.

20:27:44.3
HOT-2 uh-huh.

20:27:44.6
HOT-1 'kay that's what I live and breath by but uh I mean I had one month last summer uh July or August. had a hundred forty seven hours of pay credit.

20:27:59.0
HOT-2 yeah...that's nice.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
SOURCE

CONTENT

TIME and
SOURCE

CONTENT

20:27:59.4

HOT-1 that was sweet. and and I you know I never did but I thought man if I— if I was on the Q—.

20:28:05.5

HOT [sound of double chime]

20:28:07.3

HOT-2 that'd be so much more.

20:28:08.3

HOT-1 yeah oh gosh yeah.

20:28:09.2

INT-2 howdy.

20:28:10.3

INT-3 I have someone in the lav right now and then there'll be another person going in and I'll let you know when they're out and seated. okay?

20:28:17.1

INT-1 alright.

20:28:17.5

INT-3 alright thanks.

20:28:19.9

HOT-1 um but you know once I get down there it's gonna take a month month and a half for everybody to go through you know how ever many they take at a time.

20:28:27.9

HOT-2 yeah.

20:28:30.4

HOT-1 once it gets down there. plus there's also a bunch of other guys that are here that uh—.

20:28:36.6

HOT-2 [sound of sneeze]

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:28:37.4

HOT-1 bless you. that want to uh go back to Houston.

20:28:41.9

HOT-2 yeah.

20:28:42.9

HOT-1 a bunch.

20:28:45.4

HOT-2 there's a ton of em.

20:28:48.8

HOT-1 there's uh there's even a few that uh have never been to Houston [sound of laughter] that want to get the heck out of Newark.

20:28:54.5

HOT-2 that's that's me.

20:28:55.8

HOT-1 so—.

20:28:56.8

HOT-2 I'll go. I'll put in a bid for wherever this thing goes. I figured they— if it went to Houston there might be some more FOs that would want to transition over but they'd let me go down before they transition other guys over wouldn't they? yeah.

20:29:08.1

HOT-1 oh sure oh sure. because they would let you go as the openings are available and your seniority dictates.

20:29:14.4

HOT-2 yeah yeah.

20:29:16.3

HOT-1 uh once you get down there and and this would be very similar to me.

20:29:20.8

HOT-2 yeah.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:29:21.1
HOT-1

uh—.

20:29:22.7
HOT-2

they can't kick me out once they allowed me down there though can they?

20:29:25.1
HOT-1

oh no no.

20:29:25.9
HOT-2

yeah.

20:29:26.6
HOT-1

but it but it would happen the exact same thing with me as it would with you.

20:29:31.8
HOT-2

yeah.

20:29:32.4
HOT-1

we get down there shew we get this schedule this schedule this schedule and as they kept as they keep transitioning people over our schedules get worse and worse and worse.

20:29:36.3
HOT-2

yeah yeah worse and worse and worse.

20:29:43.8
HOT-1

but uh you know that's that's in the future we'll see what happens.

20:29:44.5
HOT-2

[sound of snuffle]

20:29:49.0
HOT-2

yeah.

20:29:50.0
HOT-1

but even on the Saab uh I was able to make about uh gross about sixty thousand last year so—.

20:30:02.4
HOT-2

I made gross fifteen thousand eight hundred. I got here in January. aww.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

20:30:03.0

HOT-1 but I— yeah no I know no I know. I I understand. I was on the on the uh FO uh welfare—.

20:30:12.9

HOT-2 you were there when it was nineteen an hour weren't you?

20:30:15.4

HOT-1 no I never was on nineteen. no.

20:30:16.3

HOT-2 [sound of snuffle] oh. that's good.

20:30:20.1

HOT-2 I'm just lucky 'cause I have a husband that's working.

20:30:41.8

HOT-2 [sound of sniffles]

20:30:42.8

HOT-1 alright give way to Delta then I'm sorry.

20:30:44.5

HOT-2 bravo short of kilo.

20:30:45.6

HOT-1 bravo short of kilo.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

20:30:22.2

GND Colgan thirty four zero seven you're at romeo mike correct?

20:30:25.4

RDO-2 uh romeo hotel Colgan thirty four zero seven.

20:30:27.6

GND okay Colgan thirty four zero seven out of romeo hotel roger. you're gonna give way to Delta from the left and then taxi via bravo and hold short of kilo.

20:30:37.8

RDO-2 give way to Delta then bravo short of kilo for Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
SOURCE

CONTENT

TIME and
SOURCE

CONTENT

20:30:46.8
HOT-2

I don't see a Delta.

20:30:48.0
HOT-1

right here. this uh plane here.

20:30:50.0
HOT-2

oh gotcha.

20:30:51.9
HOT

[sound of double chime]

20:30:55.6
HOT-1

[sound of throat clearing]

20:30:56.8
INT-3

hello?

20:30:57.9
INT-1

hey are they are they back?

20:30:58.6
INT-3

I still have another one in the bathroom and another one waiting. do you need—.

20:31:02.6
INT-1

no I uh I uh we need to go.

20:31:04.9
INT-3

okay uh.

20:31:05.1
INT-1

so the one waiting has to wait and I I'm gonna have to coordinate to uh.

20:31:05.8
INT-3

okay okay. one in there right now as soon as she comes out I'll—.

20:31:14.7
INT-1

alright well this is— I was afraid of this. alright thanks.

20:31:16.3
INT-3

okay okay alright.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
SOURCE

CONTENT

TIME and
SOURCE

CONTENT

20:31:25.5

HOT-2

she might get out in time.

20:31:30.0

HOT-1

God.

20:31:34.4

CAM

[sound similar to door closing]

20:31:35.4

HOT-2

there you can hear her getting out now.

20:31:36.8

HOT-1

yeah.

20:31:42.4

HOT-2

totally lose our spot you can hear him.

20:31:49.3

HOT-2

here I go.

20:31:49.7

HOT

[sound of double chime]

20:31:50.4

INT-2

that it?

20:31:51.3

INT-3

okay we're good.

20:31:55.6

HOT-?

[sound of snuffle]

20:32:15.2

HOT-1

I hate to make people wait. I understand needs and all that kind of stuff but uh.

20:32:17.4

HOT-2

oh I know but if it means us taking off and us three people later in line.

20:32:48.3

HOT-1

alright bravo short of kilo.

INTRA-AIRCRAFT COMMUNICATION

<u>TIME and SOURCE</u>	<u>CONTENT</u>
20:33:05.6 HOT-1	yeah we're on ground now right?
20:33:08.8 HOT-2	yeah.
20:33:10.0 HOT-?	[sound of snuffle]
20:34:02.1 HOT-?	[sound of snuffle]
20:34:18.5 HOT-1	yeah JetBlue's right behind uh the bent wing pencil jet.
20:34:25.7 HOT-2	[sound of laughter]
20:34:27.0 HOT-1	looked like a bent wing maybe it's not.
20:34:31.2 HOT-2	what's that mean?
20:34:31.8 HOT-1	it's just a lawn dart.
20:34:33.0 HOT-2	oh I've never heard the term bent wing.
20:34:37.3 HOT-1	bent wing is winglet.
20:34:39.1 HOT-2	oh oh gotcha.

AIR-GROUND COMMUNICATION

<u>TIME and SOURCE</u>	<u>CONTENT</u>
20:34:06.5 GND	Colgan thirty four zero seven Newark Ground two two right at whiskey continue juliet at romeo follow JetBlue.
20:34:14.4 RDO-2	juliet at romeo follow JetBlue Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
SOURCE

CONTENT

TIME and
SOURCE

CONTENT

20:35:16.7

HOT-2

come on JetBlue. I didn't realize JetBlue came in to here. I wonder where they go from.

20:35:22.7

HOT-1

they have uh one flight to Tampa they have uh couple flights to Fort Lauderdale and uh three or four flights to Orlando.

20:35:30.7

HOT-2

out of Newark?

20:35:31.9

HOT-1

out of Newark.

20:35:33.6

HOT-2

oh okay well that doesn't help me at all. 'cause JetBlue does a ton— there's like four flights from Seattle to JFK a day and I decided I figured it out that'd be you know if I'm only doing it a couple times a week or a couple times a month or like once a month. that's only— I think there's a twenty five dollar shuttle.

20:35:51.1

HOT-1

yeah.

20:35:52.1

HOT-2

that's not so bad.

20:35:53.9

HOT-1

they have free TV. live TV.

20:35:55.7

HOT-2

on the shuttle?

20:35:57.1

HOT-1

on uh JetBlue.

20:35:57.7

HOT-2

oh on JetBlue.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

20:35:58.8
HOT-1 you got to pay for your for your movies though. if you ever— if you fly Continental if they fly seven fives or the uh seven three nine hundreds the ones that are equipped you got free movies.

20:36:13.2
HOT-1 that's cool.

20:36:19.6
HOT-2 Q four hundred.

20:36:48.2
HOT-? [sound of sniffles]

20:37:11.4
PA-3 ladies and gentlemen at this time once again if you'd be so kind and turn off your cell phones. thank you.

20:37:17.8
HOT-2 you think they'd just be launching us off two two since all these planes have circle to land two nine...you'd think they'd be using the right and the left. [sound of snuffle] well I guess never mind because then you've got spacing going to the—.

20:37:35.5
HOT-1 yeah the spacing off the arrivals still because uh until they break.

20:37:37.4
HOT-2 yeah. that's right I forget about all that.

20:36:13.4
GND Lufthansa four one three heavy at juliet follow the Continental Express Embraer— make that the Continental uh Dash eight Q four hundred series.

20:36:33.0
GND Colgan thirty four zero seven you follow JetBlue that's your sequence about number sixteen. monitor the tower.

20:36:39.8
RDO-2 follow JetBlue and monitor tower Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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20:37:59.9

HOT [sound of master caution chime]

20:38:00.7

HOT-? [sound of snuffle]

20:38:03.4

HOT [sound of double chime]

20:38:05.4

INT-3 hello?

20:38:06.1

INT-1 hey if that one would like to go to the restroom now go ahead.

20:38:09.1

INT-3 oh okay thank you.

20:38:10.6

INT-1 and let me know if anybody else is in need uh after that one.

20:38:14.1

INT-3 okay thank you. buh-bye.

20:38:14.7

INT-1 okay thanks.

20:38:19.3

HOT-1 oh let's see. what was I gonna tell— I was gonna tell you something. I didn't want to really say it off of uh in front of the ramp guys.

20:38:28.1

HOT-2 oh you didn't have your FOPP. [Flight Operations Policies and Procedures Manual]

20:38:29.6

HOT-1 oh yeah yeah yeah yeah yeah yeah uh you know @ right?

20:38:34.3

HOT-2 yeah.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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20:38:34.9

HOT-1 um he was doing his PC check today.

20:38:37.4

HOT-2 uh-huh.

20:38:38.0

HOT-1 he came up last night and he's you know he's always been real good you know as far as just uh seems like a top notch guy.

20:38:45.9

HOT-2 yeah.

20:38:46.3

HOT-1 and he came in and he just— uh it just looked like his face was drained you know all the blood out of it and everything. he just came in told me he was headed to his PC check today. and he said he got on the plane he went to pull it out to uh to study.

20:39:05.5

HOT-2 he was using it to study yeah.

20:39:07.6

HOT-1 and he said it was not in his bag. says that was the first time he uh uh he figured out that he didn't have it. he left it at home. he says I've been with the company I forget what he said five or six years this is— this is the first time he's ever done that. I said dude it happens to the best of us. I said let's see if we can help you out so I gave him mine I said yeah I just got to make sure my FO has it you know tomorrow. we ha— we have to have one in the—.

20:39:36.8

HOT-2 yeah I've got mine.

20:39:37.9

HOT-1 and so that's all we have to have. but uh made sure it was up to date um which it was and uh he took it down there.

20:39:51.1

HOT-2 that was nice of you.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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20:39:52.9

HOT-1 and he was he was coming in from Saint Lou— uh coming in from Saint Louis. he was gonna try to and make the one thirty flight today to get in at five oh clock.

20:40:03.0

HOT-2 to Saint Louis?

20:40:04.3

HOT-1 in. one thirty out of Saint Louis in here at five oh clock.

20:40:07.8

HOT-2 oh yeah?

20:40:08.3

HOT-1 and that flight was delayed until five thirty so he wasn't going to be in until uh about— what time is it now? eight oh clock it's eight forty yeah it's uh it's due in about any time.

20:40:20.0

HOT-2 yeah...yeah.

20:41:31.1

HOT-? [sound of snuffle]

20:41:34.5

HOT-2 oh I'm ready to be in the hotel room.

20:41:38.2

HOT-1 I feel feel feel bad for you as far as feeling **.

20:41:44.2

HOT-2 well this is one of those times that if I felt like this when I was at home there's no way I would have come all the way out here. but now that I'm out here.

20:41:51.7

HOT-1 you might as well.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:41:52.7

HOT-2

I mean if I call in sick now I've got to put myself in a hotel until I feel better. you know we'll see how how it feels flying. if the pressure's just too much I you know I could always call in tomorrow at least I'm in a hotel on the company's buck but we'll see. I'm pretty tough.

20:42:09.3

HOT-?

[sound of snuffle]

20:42:15.3

HOT-1

oh that Airborne may help out a little bit.

20:42:18.4

HOT-2

yeah.

20:42:19.1

HOT-1

you could kill it with uh you know a bunch of OJ or a bunch of vitamin C.

20:42:24.1

HOT-2

yeah I've got um got 'em to give me a a carton of orange juice to take home with me.

20:42:51.6

HOT-1

is that a triple seven? for TAP? oh nope it's an Airbus three thirty.

20:42:55.7

HOT-2

no it's an Airbus.

20:43:00.8

HOT-?

[sound of snuffle]

20:43:10.2

HOT-2

so what did you do before you started flying for Colgan?

20:43:13.6

HOT-1

oh I I'd been in the airline industry for a while. I worked for uh the original Piedmont Airlines merged with US Airways. watched two companies— two profitable companies with two completely different cultures uh merge together and turn to a pile of crap.

20:43:33.5

HOT-2

oh that's too bad.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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20:43:34.8

HOT-1 and I lost my job in the— in the merger.

20:43:39.0

HOT-2 how'd you lose your job?

20:43:40.5

HOT-1 uh they took the position that I was doing— um do you have any napkins over there by chance?

20:43:45.6

HOT-2 oh yeah I've got a whole load of them in my thing.

20:43:48.6

HOT-1 [sound of coughing]

20:43:50.2

HOT-1 thanks. uh they made my— well I I I guess I could— don't mean to say I lost my job but uh they gave me a a very poor choice to make.

20:44:03.3

HOT-2 yeah.

20:44:03.8

HOT-1 or a very poor alternative.

20:44:06.6

HOT-2 what was that?

20:44:07.1

HOT-1 uh I was in a management position— well I was temporarily in a management position. and because I was temporarily in that management position for longer than thirty days they considered me part of that department although I was not being paid the full management salary I was just getting a little uh...

20:44:10.2

HOT-2 [sound of snuffle] uh-huh...yeah.

20:44:33.1

HOT-1 ...whatever you want to call it. uh a little add on. and anyway so uh they turned that position into a clerical position.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:44:37.1

HOT-2 [sound of snuffle]

20:44:49.7

HOT [sound of double chime]

20:44:54.4

INT-3 yes sir.

20:44:54.9

INT-1 hey is everyone down?

20:44:56.4

INT-3 yeah.

20:44:57.3

INT-1 okay thanks.

20:44:57.9

INT-3 okay.

20:44:59.7

HOT-1 um so they gave us uh an alternative uh an option to stay with the job it was going to a clerical position. we would lose approximately sixty five percent of our salary.

20:45:14.6

HOT-2 whoa.

20:45:15.8

HOT-1 um or you know sayonara so I went sayonara.

20:45:23.9

HOT-2 yeah I would too.

20:45:26.6

HOT-1 and then I worked for American Express for a while as a contract— a contract employee with RJ Reynolds tobacco company.

20:45:36.0

HOT-2 oh yeah.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:45:36.6

HOT-1 and uh did a lot of travel packages hospitality events driver appearances

20:45:42.6

HOT-2 oh that's cool.

20:45:43.5

HOT-1 uh for uh for NASCAR uh NHRA track racing AMA superbikes unlimited hydroplane. that was— that was probably the best job I've ever had. probably the best one ever. just the most fun. it was challenging at times yet it was very rewarding you get to go to to the events and all that kind of stuff.

20:46:04.0

HOT-2 oh I bet. why'd you leave there?

20:46:07.8

HOT-1 uh the uh political uh arena with uh the tobacco companies and smoking in in general and that stuff.

20:46:14.8

HOT-2 oh.

20:46:18.4

HOT-1 uh the biggest thing that I ever learned in a business law class is uh US domestic laws are dictated by social acceptance. had a textbook about this thick.

20:46:28.7

HOT-2 yeah.

20:46:29.4

HOT-1 that was one sentence out of the— one of the chapters.

20:46:33.3

HOT-2 uh-huh.

20:46:33.6

HOT-1 that has stuck with me ever ever since I took that business law class.

20:46:37.7

HOT-2 oh that's funny.

INTRA-AIRCRAFT COMMUNICATION

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20:46:38.4

HOT-1 and it is so true.

20:46:39.7

HOT-2 yeah.

20:46:40.3

HOT-1 uh I mean there's just so many examples that you could use. and and and look back and say that's true as true could be. but uh so they were cut back— oh and I did the sweepstakes stuff too. uh that was a whole messload of fun.

20:46:58.8

HOT-2 oh yeah?

20:46:59.0

HOT-1 they'd have different sweepstakes for their different uh cigarette brands.

20:47:01.8

HOT-2 uh-huh.

20:47:02.0

HOT-1 and like they'd have the uh uh Salem cigarettes their menthol brand. uh Salem's fortieth anniversary when the did uh they did forty winners for a three night cruise in the Bahamas.

20:47:20.0

HOT-2 oh that's cool.

20:47:21.0

HOT-1 so uh they gave me— basically they— uh I develop a package uh wrote all the little fine print went through legal with that made sure I was okay and uh then I just waited. waited until they had the drawing and they gave me a list of forty names. it wasn't just myself uh I was— I was the main contact point but uh I had two other people that uh helped me out with that and we had a whole a blast of fun. I mean we'd contact the winners and say you know this is so and so from American Express Travel on behalf of RJ Reynolds Tobacco Company and uh we have your name and we'll do your travel. uh and this is what's planned. this is you know all kinds of things to do. so anyway I did that as well.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:47:26.9

HOT-2 yeah...yeah.

20:48:12.7

HOT-1 but uh just with all the political mumbo jumbo they uh they were cutting back on their brand promotions and sweepstakes and everything.

20:48:20.5

HOT-2 yeah.

20:48:20.8

HOT-1 so uh uh I transferred with American Express and went down— back down to Tampa er back down to Florida. I was in Orlando to get my **, but uh after that I worked for Verizon for a little while.

20:48:28.4

HOT-2 yeah....Horizon?

20:48:39.5

HOT-1 Verizon.

20:48:41.1

HOT-2 oh Verizon. oh okay.

20:48:41.2

HOT-1 Veri— yeah. uh worked in the uh high speed internet uh division.

20:48:45.6

HOT-2 okay.

20:48:46.3

HOT-1 uh sold DSL and all the peripherals that go along with it. DSL and dial up and helped uh I was on the beta team for uh uh their FTTP is what we call just the FTTP FTTP program which is fiber tooth the premise is now called Verizon FIOS.

20:49:06.6

HOT-2 yeah okay.

20:49:10.0

HOT-1 and FIOS is out in uh would be out in the Seattle areas— some of the Seattle areas uh—.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:49:17.1

HOT-2 they just did that in the apartments that I was at in the Chesapeake I think.

20:49:20.7

HOT-1 yeah yeah they go in and do uh you know like uh like an exclusive arrangement with a— with a community whether it's a you know a housing community a development or something like that or a condo community or you know apartments or whatever. they'll go in and do like an exclusive arrangement for x number of years and then go in and sell it to everybody give them a good price. but uh we developed all the the policies and procedures the setup. all that kind of stuff.

20:49:21.8

HOT-2 yeah.

20:49:26.7

HOT [sound of master caution chime consistent with parking brake application]

20:49:56.3

HOT-2 oh that's neat.

20:50:01.1

HOT-1 so that was neat. they— they gave they gave a big package to management employees. it was geared toward the old uh technology people in management positions. uh but they extended it— extended it to everybody except wireless. and I wasn't in you know I wasn't part of wireless so I I took the package and left and went flying.

20:50:32.7

HOT-2 okay.

20:50:32.9

HOT-1 I went through Gulfstream's program 'cause uh you know it was just the best program for for my needs and and what I needed you know the timeframe that I had. you know how fast I wanted to get into the one twenty one environment and all that. so it really uh really worked out well for me.

20:50:56.9

HOT-2 that's good.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:50:58.3

HOT-1 got hired with Colgan right after that.

20:51:01.5

HOT-2 you've been here you said four years?

20:51:03.4

HOT-1 what's that?

20:51:04.7

HOT-2 you said you've been here four years?

20:51:06.1

HOT-1 uh almost four years. about eh three and a half years.

20:51:17.9

HOT-1 silly old Gulfstream they uh— I even had an interview with Pinnacle to go fly uh the RJs because they had a preferential program with uh Gulfstream preferential— preferential interview process.

20:51:29.3

HOT-2 oh yeah?

20:51:32.1

HOT-1 and uh I turned down the job because at that time they weren't they weren't paying anything for training.

20:51:40.6

HOT-2 oh yeah?

20:51:46.6

HOT-1 they just at that at that point in time I just like well if the company can't even invest in their employees as they go through training you know some sort of uh stipend or or something like that. fifty dollar a day per diem or—.

20:52:02.6

HOT-2 yeah. oh they weren't giving anything?

20:52:05.6

HOT-1 no.

INTRA-AIRCRAFT COMMUNICATION

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20:52:05.9
HOT-2

oh.

20:52:07.4
HOT-1

nope they weren't giving anything.

20:52:09.0
HOT-2

jeez.

20:52:10.5
HOT-1

I mean I had a place to stay but you know I'd've still been out of out of uh income for about ten weeks is what they were calling for.

20:52:18.5
HOT-2

yeah that's— that's really tough.

20:52:34.2
HOT-?

[sound of sniffles]

20:52:39.7
PA-1

folks from the flight deck just to uh give you another update. we're getting a little bit closer. we're still about number ten for departure. and we'll be airborne just uh shortly and just to kind of uh pass on a little bit more information from uh other pilots who have taken off earlier uh the turbulence has uh decreased uh quite a bit but uh there's still gonna be some bumps on the climbout so make sure those seatbelts are fastened tightly. thanks.

20:53:16.7
HOT-2

they're calling winds three hundred at fifteen.

20:53:19.6
HOT-1

three hundred at fifteen.

20:53:43.7
HOT-1

interviewed with Colgan and and uh they gave me the choice of either going on the nineteen hundred or the Saab. I told them I've flown the nineteen hundred and it would be a pretty easy transition just learning the the particular you know profiles and callouts for Colgan as opposed to Gulfstream. I said but I'd rather have the the Saab so I could learn you know a little bit more CRM because they have a flight attendant and also uh I liked the bases better that the Saab had to offer.

INTRA-AIRCRAFT COMMUNICATION

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20:54:12.1
HOT-2

yeah...yeah.

20:54:23.1
HOT-1

and uh I I was interviewing— have you ever flown with @?

20:54:28.0
HOT-2

nope.

20:54:28.4
HOT-1

do you know who he is?

20:54:29.3
HOT-2

I know who he is.

20:54:31.1
HOT-1

he uh he was interviewing me along with uh @.

20:54:32.1
HOT-2

**.

20:54:37.0
HOT-2

oh okay.

20:54:37.8
HOT-1

and uh I asked him after the interview. I said you know that's I mean that was an honest answer but I'd be more challenged in the in the Saab. he said no man that was a perfect answer. so.

20:54:49.7
HOT-2

oh that's good. well they asked me what I wanted. I said I wanted the Q. I didn't know much buh difference between the Saab and the Q but um and they said well tough you can't have it. [sound of laughter] so I was like why did you ask me if you told me I can't have it? so then they put me in the Saab I got everything ready we were all set cause we wanted— me and my husband I mean we lived in Phoenix for a few years we don't have kids we don't have any commitments. we just you know we wanted to experience living in different places before we settled back down in Seattle so we were geared up ready to move to Houston.

20:55:08.7
HOT-1

yeah...yeah go ahead.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:55:20.7

HOT-2

uh six one's the altimeter. uh geared up ready to move to Houston. and then the day before I was supposed to go to training @ called and basically begged me to switch to the Q and that pushed me back a week in training and I waited a week and I asked my husband I said look when I upgrade like thirteen dollars an hour more. it's a bigger plane. I'd rather fly this plane than the Saab. he says hey we haven't signed anything we haven't— so we just like switched our whole gears up to Virginia.

20:55:46.6

HOT-1

wow.

20:55:48.9

HOT-2

if they'd told us that all those outstations were gonna close and we'd come to Newark but but we're ready to be back in Seattle anyway.

20:55:56.1

HOT-1

are you from that area originally?

20:55:58.5

HOT-2

yeah all my family's there. all my husband's family is there. we both grew up in Seattle. so we want to settle— we want to buy a house with the market the way it is and I mean it's hard to pass up buying a house right now.

20:56:06.2

HOT-1

yeah.

20:56:15.0

HOT-2

we * get you know my sister bought a house last year. she thought she was buying in the bottom of the market and her house has already decreased thirty thousand dollars in value.

20:56:19.7

HOT-1

uh-huh...dohhh wow.

20:55:14.9

TWR

attention all aircraft. current altimeter two niner six one.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:56:24.8

HOT-2

yeah. and we know that that might happen to us too but we're not gonna— we're not looking to sell in a year or two. we're looking to buy settle down and live there for you know five to ten years.

20:56:30.0

HOT-1

yeah...it's it's gonna take about that before it uh comes back up. yeah.

20:56:36.8

HOT-2

picks back up.

20:56:40.7

HOT-1

but it's it's got to be close to the bottom if not at the bottom at this point in time.

20:56:45.8

HOT-2

yeah.

20:56:51.3

HOT-1

yeah I I think— I don't know if it were me if I were buying at this point in time I think I would start looking about halfway through the year.

20:56:59.7

HOT-2

yeah.

20:57:00.6

HOT-1

halfway or you know into August September time frame.

20:57:04.0

HOT-2

yeah well we're helping my grandpa right now is—. he is a hundred and he's losing— he doesn't— he's losing his memory. he he can't function. somebody has to be with him twenty four hours a day. he's not so bad— I mean if he if he could just— if he couldn't remember who people were all the time we'd put him in a home.

20:57:23.1

HOT-1

right.

20:57:23.9

HOT-2

but in the morning he's really sharp and then in the afternoon he's got what's called Sundowner's it's like part time Alzheimer's.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:57:29.2

HOT-1 okay.

20:57:29.3

HOT-2 like in the afternoon he starts to go a little- he can't remember. and so my parents have been going insane. they live next door. they've been having to be there all the time and my aunts are having to be there. it's so hard so— while my husband finds a job we've been kind of staying between my parents house and his house helping out to give them a break. and then that gives us a break. we're not stuck in a lease for when we find a house.

20:57:50.7

HOT-1 uh-huh...right.

20:57:54.4

HOT-2 and it— you know it's really nice because everything we're saving goes straight to a down payment so.

20:58:00.4

HOT-? [sound of snuffle]

20:58:04.3

HOT-1 yeah I've got a cousin that flies for UPS. he uh flies uh seven fives seven sixes right seat.

20:58:11.6

HOT-2 yeah.

20:58:11.8

HOT-1 he's in his tenth— or well past his tenth year so he's now in his eleventh year.

20:58:15.6

HOT-2 yeah.

20:58:18.4

HOT-1 and uh they just sold their house bout uh bout a year ago and they just bought another house uh and moved into it just at the end of this past year.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:58:32.4

HOT-2 yeah.

20:58:33.1

HOT-1 so he he was kind of— he— they sold kind of as the market was going down.

20:58:38.7

HOT-2 that's good though.

20:58:38.8

HOT-1 they got— they got you know uh something decent out of it. he said he didn't get quite as much as he could have it he would have sold it you know six or eight months before.

20:58:49.7

HOT-2 yeah.

20:58:50.1

HOT-1 but um they they didn't lose any money by any means.

20:58:54.8

HOT-2 oh that's good.

20:58:55.7

HOT-1 and uh he got uh it was a house that he said he he had uh put an offer on and somebody else had already put an offer on which was a lot more money. and he he said well he could you know it just wasn't worth it to him.

20:59:14.0

HOT-2 no point in getting into a bidding war in today's market.

20:59:17.8

HOT-1 yeah exactly. and uh the guy's financing did not go through.

20:59:24.1

HOT-2 oh that's nice.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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20:59:25.4

HOT-1 and uh you know it's still for sale still for sale still for sale and my cousin said he called and asked if it you know if it was still for sale or was it still pending. he said no the financing had had fallen through. so he offered— uh offered him forty or fifty thousand dollars lower than what they had offered him at first.

20:59:49.4

HOT-2 yeah.

20:59:49.8

HOT-1 and theirs was already the low offer.

20:59:51.6

HOT-2 yeah.

20:59:51.6

HOT-1 and they got— and they took it.

20:59:53.5

HOT-2 that sucks. oh I mean it's great for your cousin but.

20:59:56.4

HOT [sound of master caution chime consistent with parking brake application]

20:59:56.5

HOT-1 yeah yeah yeah I mean it sucks for them exactly.

20:59:57.7

HOT-2 yeah.

20:59:59.1

HOT-1 because they were trying— they were trying to get out it. and they were obviously trying to get the best they could.

21:00:03.0

HOT-2 no of course.

21:00:04.0

HOT-1 just like everybody else does.

INTRA-AIRCRAFT COMMUNICATION

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CONTENT

21:00:05.4

HOT-2 yeah.

21:00:09.6

HOT-1 ohh wow that guy is— oh we'll see how close this is.

21:00:13.2

HOT-2 ooo...that's not gonna happen.

21:00:23.0

HOT-1 that's a seven two seven just landed. oh that's not too bad. okay.

21:00:28.0

HOT-2 oh yeah 'cause now he just got a thirty knot headwind.

21:00:28.9

HOT-1 *.

21:00:38.2

HOT-2 that wasn't very * it looked a lot closer.

21:00:40.4

HOT-1 yeah it did. it really did.

21:01:11.2

HOT-2 everybody's five.

21:01:29.1

HOT-2 Cargojet?

21:01:31.1

HOT-1 yeah that was that seven two that just—.

21:01:32.3

HOT-2 yeah.

21:01:34.1

HOT-1 Cargojet whoever that is.

21:01:35.4

HOT-2 yeah.

AIR-GROUND COMMUNICATION

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INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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TIME and SOURCE

CONTENT

21:02:46.2

HOT-1

Continental fifty. going to Frankfurt.

21:02:59.1

HOT-1

have you guys done very much travelling?

21:03:01.1

HOT-2

um-hmm.

21:03:01.7

HOT-1

oh good.

21:03:02.9

HOT-2

yeah we— my husband goes to— he was going to Phoenix almost every month. when he drilled there. he drilled once a month there.

21:03:10.2

HOT-1

uh-huh.

21:03:10.9

HOT-2

and uh he just got based back in Seattle which is nice because he make more in one weekend of drill than I make in an entire pay cycle here.

21:03:19.6

HOT-1

that sucks. what branch is he with?

21:03:20.3

HOT-2

well he's army.

21:03:23.1

HOT-1

army.

21:03:23.1

HOT-2

uh that'll hopefully change now I— the next paycheck that comes should have my five dollar raise on it.

21:03:30.3

HOT-1

good.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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21:03:30.8

HOT-2

I thought the last one should because I got hired January sixteenth. but apparently the sixteenth through the thirtieth they said that you don't get your raise until the pay period after.

21:03:39.3

HOT-1

it would be the twentieth.

21:03:40.7

HOT-2

yeah that made me— but but no— but my but my pay from the sixteenth to the thirtieth didn't have the raise in it.

21:03:46.1

HOT-1

uh-huh.

21:03:47.6

HOT-2

and I got hired on the sixteenth.

21:03:48.8

HOT-1

that's okay. it'll it'll be retroed back.

21:03:50.8

HOT-2

no no she said it wouldn't. I called and asked.

21:03:53.1

HOT-1

why wouldn't it be retroed back?

21:03:54.1

HOT-2

because she says that your raise doesn't take effect until the first pay period— the first full pay period after you got hired. so I got hired on the sixteenth and the pay period started on the sixteenth. so from the sixteenth to the thirtieth that my raise wasn't in effect until after that. I'm thinking that's like two hundred buck— two hundred bucks to an FO is a lot of money.

21:04:12.6

HOT-1

ohhh I think I'd question that.

21:04:15.0

HOT-2

I did. and she— and I called payroll and they said that that's just how policy is.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
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CONTENT

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21:04:23.7

HOT-2

so I talked to two different people. I talked to payroll and they gave me someone from HR and that's what it— both of them said that and I thought that was a load of crap.

21:04:30.0

HOT-1

okay oh that's not the way they used to do it. that may be how Pinnacle does it.

21:04:35.1

HOT-2

yeah but.

21:04:36.7

HOT-1

that's not how Colgan used to do it.

21:04:39.1

HOT-2

no but I'll be getting an extra two hundred dollars each paycheck. now I'll be making more than he does in a weekend but.

21:04:45.1

HOT-1

[sound of laughter]

21:04:45.5

HOT-2

[sound of laughter] that's good.

21:04:50.6

HOT-2

oh.

21:04:54.1

HOT-1

what was it?

21:04:55.2

HOT-2

is it a Bell?

21:04:56.3

HOT-1

I don't know. kind of looked like it didn't it.

21:04:58.5

HOT

[sound of master caution chime consistent with parking brake application]

21:04:59.4

HOT-2

yeah.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
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21:05:01.0

HOT-1

well this isn't an elephant so I'm not scared of it.

21:05:03.9

HOT-2

yeah that's for sure. no but we uh we travelled to Phoenix a lot and 'cause we used to live there and he went down to— we went to Disneyworld and now that we're back in Seattle— we've got two dogs. so now that we're back in Seattle with all of our family it's a lot easier to just take off and you know my sister can wake up in the morning and find two extra dogs in her backyard. [sound of laughter]

21:05:24.7

HOT-1

right.

21:05:36.0

HOT-?

[sound of snuffle]

21:05:37.2

HOT-1

that's what uh my wife and I did before we— you know settled down and had you know bought a house and had you know started a family and all that kind of stuff. we uh wanted to get to know each other more and more and you know just enjoy the time between the two of us. because you know obviously when you start a family and everything and it's just not the same. it's just you're closing one chapter or one book and opening another.

21:05:53.8

HOT-2

yeah...exactly.

21:05:58.7

HOT

[sound of master caution chime]

21:06:05.1

HOT-1

uh but we I mean we always fit our children into our schedule and uh you know and also you know focused on their schedules too to make a compromise. it wasn't all one sided. it wasn't all for the kids it wasn't all for us but uh we didn't let their lives run ours.

21:06:19.3

HOT-2

yeah...that's good.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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21:06:31.9

HOT-1

and you know that's that's the big thing that I'd I'd recommend to any young couple that's that's out there just unsolicited advice you know just you know don't get in a big hurry.

21:06:43.5

HOT-2

yeah. no we're not. we want to give it— we want to do a lot more travelling. although gosh I'm so freaking mad. I feel like Colgan walks all over me. this company treats me like crap so much. I've been assigned my vacation in March. and I have been— I have sent four emails and I've made a dozen calls saying I do not want vacation in march I never requested that. that was assigned to me. here are ten different other weeks that I'd like vacation that are open on the vacation slot and she won't give it to me. she won't give it to me. I've called @. she's the one dealing with it. I've left her voicemails she won't call me back. I've sent her emails she won't call me back. she won't change my vacation. it still even has me in Norfolk she won't change it. and I think I've got like two more days before I'm within the forty five days and they can't change it. and I know she's going to screw me over and I'm going to be so freaking mad if they make me take my vacation in march cause I can't— I don't want to take vacation when my husband can't take vacation because we want to go somewhere.

21:07:17.2

HOT-1

sh— um...right right.

21:07:39.4

HOT-1

um now that she she looks at it on the tenth of every month and then posts it right after that so take a look.

21:07:46.1

HOT-2

but I— I did I did she just emailed me she said you can't have Christmas off. and I said but what about the other ten weeks I asked for off you know and she did— she wouldn't email me back and it's just like— I if I only get to bid one week every month the entire year's gonna go by without me being able to get a bid in. because if somebody else higher than me wants that week off and she she and she won't respond back the fact that I'm in Newark now and I had to wait until I was in Newark to make my bid that's what I waited 'til uh two months ago is when I started you know getting to do it. she won't do anything to help me and it's like I don't know what to do and I'm just gonna get screwed into having— I mean I literally have sent like several emails made several phone calls—.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

21:07:58.1
HOT-1

ah.

21:08:27.1
HOT-1

go to @. that's what he's there for.

21:08:29.7
HOT-2

is it?

21:08:30.1
HOT-1

yeah oh hell yeah. oh yeah.

21:08:32.1
HOT-2

because I just— you know I can't get walked on anymore.

21:08:35.6
HOT-1

oh no. go to @ and just say look you know.

21:08:38.6
HOT-2

I don't want— yeah.

21:08:40.1
HOT-1

you know you don't want to piss anybody off. you don't want to make— you don't—.

21:08:42.1
HOT-2

no and I have been very polite about it. I haven't— I haven't gotten angry. I haven't you know—.

21:08:47.9
HOT-1

just just like you just told me. you feel like you're getting walked all over.

21:08:51.5
HOT-2

oh yeah.

21:08:52.1
HOT-1

and there's no reason for it. and you looked on the on the spreadsheet and there's weeks available and everything?

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

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21:08:56.3

HOT-2

and I sent her— and there's weeks available. and I sent her like— I sent I want you know I said if I can't have Christmas what about— I said I want Christmas I know that ones probably full. I'd like then the week after and then if that one's full the week before Christmas. if that one's full then Thanksgiving and then I went through I said if I can't have any of that I would like any week available after may. and she wouldn't give me any— there's got to be a week available after May.

21:09:19.3

HOT-1

well you can check and see if there's weeks available.

21:09:21.5

HOT-2

I did and all those weeks that I said— the only week that was filled was Christmas week. the week after was open. the week before was open and she wouldn't give me any of those. she only— she only responded saying that Christmas week was full. she didn't respond to any of the other— I can't get her to respond to me. she wouldn't tell me that any of the other weeks were full. she wouldn't sign me up for any of the other weeks and I'm still scheduled for vacation in March.

21:09:41.9

HOT-1

okay uhh.

21:09:44.9

HOT-2

but I'll give her a call again tomorrow and I haven't checked any of my emails.

21:09:47.6

HOT-1

but she's— yeah she's not gonna look at uh vacation again basically until the tenth of next month.

21:09:53.5

HOT-2

so that that means I'm screwed and I just have to have it in march 'cause the tenth of March.

21:09:57.4

HOT-1

no no go to @.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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CONTENT

21:09:59.1
HOT-2 yeah I mean that's the thing I told her you know like if she waits 'til the tenth of march that's gonna be after you know after March bids are already— they'll have you know they'll have already given me vacation for March.

21:10:14.8
HOT-1 oh yeah yeah I see what you're saying.

21:10:17.0
HOT-2 so I can't you know I can't wait 'til—.

21:10:19.8
HOT-1 okay yeah go to @.

21:10:21.3
HOT-2 yeah.

21:10:23.5
HOT-1 it it's been— what I would do before you go to @ is look up your FO vacation spreadsheet. print it.

21:10:31.7
HOT-2 um-hum...yeah yeah.

21:10:33.3
HOT-1 and say okay well you know this is— and and if you still have a copy of your email. print it. this is what I've done so far and highlight the the spaces that are still available and and it doesn't matter whether you're based in Newark or Norfolk or or Albany.

21:10:35.3
HOT-2 yeah...um-hum...yeah...well sh— well if I was based—.

21:10:50.9
HOT-1 cause every— everything on the Q is on the Q. everything on the Saab is on the Saab.

21:10:57.1
HOT-2 um-hum.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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21:10:58.2

HOT-1

they don't do it by base anymore.

21:11:00.3

HOT-2

oh I thought— that what she emailed me back. she said only two FOs per base can have each week off. but then there are some weeks—.

21:11:07.6

HOT-1

well that's funny 'cause there's five captains that uh that are you know that out of five captains four of them are from Newark one's from Norfolk *.

21:11:19.8

HOT-2

exactly.

21:11:21.2

HOT-1

you know it's like *.

21:11:23.4

HOT-2

and then if they do it that way then who doesn't get vacation? because there's more than fifty two FOs.

21:11:28.9

HOT-1

because— and here's another thought. or here's another 'nother deal with that—.

21:11:32.7

HOT-2

or a hundred four FOs.

21:11:34.2

HOT-1

um then then you should have been given the vacation of your choice if you're based in Norfolk if they're if they're separating it.

21:11:43.6

HOT-2

yeah.

21:11:43.7

HOT-1

and the only people that you'd be competing with would be Norfolk based FOs.

21:11:47.6

HOT-2

yeah but now I'm—.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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CONTENT

21:11:48.6

HOT-1

likewise Albany and stuff like that.

21:11:51.5

HOT-2

yeah.

21:11:53.6

HOT-1

but uh yeah I would just uh I would go to @ at this point.

21:11:59.0

HOT-2

yeah cause I can't wait— I mean I tried— I sent her very polite very nice emails. I haven't been like this upset at her. I just— you know I've sent her nice polite emails. I cannot wait. I do not want to have vacation in march. I've been telling you this for two months. I don't want my vacation in march. I do not want to get stuck with having it— having to take it. 'cause it's not within forty five days.

21:12:20.8

HOT-1

right.

21:12:21.7

HOT-2

I mean I've never had a company be like this before with vacations.

21:12:38.7

HOT-2

why can't we take off two two right?

21:13:47.1

HOT-?

[sound of snuffle]

21:13:48.1

HOT-2

my husband look at my email. I haven't looked for two days. I emailed her and then I— and then it was two days before—.

21:14:27.0

HOT-1

not much on the departure roll.

21:14:29.6

HOT-2

what?

21:14:30.3

HOT-1

said not much on the departure roll. he ain't rollin' too fast.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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21:14:33.5

HOT-2 uh-uh.

21:14:37.3

HOT-1 **.

21:15:00.5

HOT-1 wow.

21:15:50.8

HOT-1 let's do a taxi checklist.

21:15:52.3

HOT-2 alrighty. taxi checklist. takeoff data briefing set complete.

21:15:55.4

HOT-1 set complete.

21:15:56.1

HOT-2 condition levers max?

21:15:57.3

HOT-1 max.

21:15:57.8

HOT-2 trims three set.

21:15:58.9

HOT-1 three set.

21:15:59.4

HOT-2 and takeoff warning?

21:16:00.4

HOT-1 test.

21:16:00.8

HOT-2 taxi check complete.

21:16:06.5

HOT-2 and we're following JetBlue.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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TIME and SOURCE

CONTENT

21:16:09.4
HOT-1 well for the time being anyway.

21:16:11.0
HOT-2 yeah *.

21:16:12.1
HOT-1 unless they cut us off...which is entirely possible.

21:16:23.4
HOT-1 slide right. leave a little room.

21:16:25.3
HOT-2 what?

21:16:25.9
HOT-1 ** give these guys a little room here.

21:16:28.6
HOT-2 yeah.

21:16:29.3
HOT-1 JIC. just in case.

21:16:31.7
HOT [sound of master caution chime]

21:16:50.6
HOT-1 well.

21:16:58.2
HOT-1 I'll take it.

21:17:00.3
HOT-2 yeah me too.

21:17:05.9
PA-2 folks it looks like we're number two for departure. should be pretty quick here. like to have the flight attendants please take their seats. thank you.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:17:30.7
HOT-2

oh.

21:17:38.3
HOT-1

alright heading two seven zero.

21:17:41.8
HOT-2

and it's still five thousand?

21:17:42.9
HOT-1

and two thousand.

21:17:49.9
HOT-1

alright pos and hold. before takeoff checklist.

21:17:55.7
HOT-2

uh before takeoff checklist. watch your legs. FA notification received transponder TCAS on ALT flight control checked free radar terrain off. flight taxi flight. cabin PA complete. external lights on. before takeoff checklist complete.

21:18:18.9
HOT-2

okay.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:17:22.6
TWR

Colgan thirty four oh seven on uh departure you're gonna turn— fly heading two seven zero maintain two thousand now.

21:17:30.1
RDO-1

two seven zero maintain two thousand Colgan thirty four oh seven.

21:17:44.0
TWR

Colgan thirty four oh seven runway two two right at whiskey. position and hold.

21:17:47.2
RDO-2

position and hold Colgan thirty four oh seven.

21:18:22.8
TWR

and Colgan thirty four oh seven runway two two right at whiskey winds three zero zero at one niner cleared for takeoff.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

21:18:30.3
HOT-1 alright cleared for takeoff it's mine up to two thousand heading two seven zero after departure. here we go.

21:18:35.4
CAM [sound of increasing engine rpm]

21:18:42.3
HOT-1 check power.

21:18:44.6
HOT-2 and power checked.

21:18:48.8
HOT-2 eighty knots.

21:18:50.1
HOT-1 eighty.

21:18:55.0
HOT-2 V one.

21:18:56.2
HOT-2 rotate.

21:19:01.6
HOT-2 positive rate.

21:19:02.3
HOT-1 gear up.

21:19:03.0
CAM [sound similar to landing gear handle movement]

21:19:07.5
CAM [sound similar nose gear uplock and door closing]

21:18:27.7
RDO-2 cleared for takeoff Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:19:31.6
HOT [sound similar to altitude alert]

21:19:35.5
HOT-2 ten thousand.

21:19:36.4
HOT-1 ten thousand alt sel flaps zero. set indicated airspeed two ten. climb checklist.

21:19:44.3
HOT-2 alrighty.

21:19:45.4
CAM [sound similar to decreasing propeller rpm]

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:19:10.4
TWR Colgan thirty four oh seven turn right heading two seven zero maintain two thousand contact New York Departure.

21:19:15.0
RDO-2 right two seventy two thousand and over to departure Colgan thirty four zero seven.

21:19:20.7
RDO-2 Departure Colgan thirty four oh seven is seven hundred for two thousand heading two seventy.

21:19:26.5
DEP-A Colgan uh thirty four oh seven New York radar contact. climb maintain one zero ten thousand.

21:19:32.5
RDO-2 up to ten thousand Colgan thirty four zero seven.

21:20:08.9
DEP-A Colgan thirty four oh seven proceed direct COATE.

21:20:11.5
RDO-2 direct COATE Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:20:13.9
HOT-2 direct COATE.

21:20:14.2
HOT-1 direct COATE.

21:20:19.5
HOT-1 and NAV for me.

21:20:20.2
HOT-2 NAV selected.

21:20:39.9
HOT-1 wee this is fun.

21:20:41.7
HOT-2 yeah.

21:20:43.0
HOT-1 okay almost.

21:22:27.0
HOT-2 and climb checklist complete. I don't know if I said it or not.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:20:46.6
DEP-A Colgan thirty four oh seven contact departure one one eight one seven. eighteen seventeen.

21:20:50.9
RDO-2 eighteen seventeen Colgan thirty two— thirty four zero seven.

21:21:00.9
RDO-2 [sound of mic click]

21:21:10.0
RDO-2 departure Colgan thirty four zero seven five point seven for ten thousand.

21:21:14.2
DEP-B Colgan thirty four zero seven New York Departure roger.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

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TIME and SOURCE

CONTENT

21:22:31.0

PA-3 ladies and gentlemen for your continued safety we do ask that you keep your seatbelts securely fastened even if the captain turns off the fasten seatbelt sign. we would like to add a special welcome to our One Pass members. you'll be earning valuable miles for your trip today. if you are not already a member of the One Pass program you can enroll online at Continental dot com...Continental Connection is pleased to provide you with a complimentary copy of Sky Mall catalogue and Continental Magazine both located in your seat pocket.

21:22:31.6

HOT-1 autopilot's engaged.

21:22:33.5

HOT-2 alright.

21:22:39.2

HOT-1 it's probably a good thing.

21:22:43.7

HOT [sound similar to altitude alert]

21:22:44.9

HOT-1 nine ten alt sel.

21:22:45.7

HOT-2 ten alt sel.

21:23:08.7

HOT [sound of double chime]

21:23:14.1

PA-2 we're through ten thousand feet.

21:23:24.3

PA-3 ladies and gentlemen the use of approved portable electronic devices is now permitted.

21:23:56.6

DEP-B Colgan thirty four zero seven climb maintain one two twelve thousand. proceed direct COATE.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:24:04.6
HOT-1 twelve alt sel.

21:24:05.4
HOT-2 twelve alt sel.

21:24:18.4
HOT-? [sound of snuffle]

21:24:47.2
HOT-1 eleven twelve alt sel.

21:24:47.3
HOT [sound similar to altitude alert]

21:24:48.6
HOT-2 eleven twelve alt sel.

21:25:14.2
HOT-1 have you ever looked at the logbook very much as far as uh like putting your times and stuff in?

21:25:19.8
HOT-2 um-hum.

21:25:20.7
HOT-1 * okay. I kinda * you just haven't done like writeups?

21:25:25.2
HOT-2 yeah I just haven't written anything in it but I've looked at it and looked up crew writeups.

21:26:18.0
HOT-1 well I didn't write any numbers down so.

21:26:21.8
HOT [sound of double chime]

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:24:01.4
RDO-2 twelve thousand direct COATE Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:26:23.6

HOT-1 uh.

21:26:24.8

INT-2 hello.

21:26:25.6

INT-3 hi what do you think about doing service?

21:26:29.0

INT-1 actually I think if you could uh do something fairly quick I think we might be okay. I don't have a whole lotta cloud cover up here.

21:26:36.4

INT-3 okay.

21:26:37.1

INT-1 uh just be careful.

21:26:38.8

INT-3 okay.

21:26:39.1

INT-1 if we hear of anything—.

21:26:40.7

INT-3 give us a buzz.

21:26:41.2

INT-1 we will.

21:26:41.9

INT-3 alright thanks.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:27:08.1

DEP-B Colgan thirty four zero seven contact New York Center one tree two point six good day.

21:27:12.6

RDO-2 one three two point six Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:27:29.3
HOT-1 geez.

21:27:30.7
HOT-1 this I **.

21:28:25.1
HOT-2 six seven.

21:28:25.6
HOT-1 sixty seven set crosscheck.

21:28:27.4
HOT-2 set crosschecked.

21:28:30.1
HOT-1 alright.

21:28:42.0
HOT-1 today's the twelfth right?

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:27:22.4
RDO-2 departure Colgan thirty four zero seven twelve thousand direct COATE.

21:27:31.5
ZNY-A Colgan thirty four zero seven New York Center you should be with the New York Center on one three two point six.

21:27:40.8
RDO-2 alrighty we'll try them thirty four zero seven thanks.

21:28:12.9
RDO-2 Center Colgan thirty four zero seven twelve thousand direct COATE.

21:28:16.8
ZNY-B Colgan thirty four zero seven New York Center roger. Wilkes-Barre altimeter two nine six seven.

21:28:22.3
RDO-2 six seven thanks.

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:28:43.5

HOT-2 yup.

21:28:47.0

HOT-2 at least that's what you told me earlier.

21:28:50.2

HOT-1 well that's my story and I'm sticking to it.

21:28:52.2

HOT-2 alright.

21:28:58.5

HOT-1 well that's good.

21:29:19.7

HOT-1 so where's this page here? I don't see any writing on it.

21:29:32.6

HOT-1 interesting.

21:29:46.0

HOT-? [sound of throat clearing]

21:29:50.1

HOT-1 alright I'll give that to you.

21:29:52.8

HOT-2 alright.

21:29:53.7

HOT-1 fill out what you can...I'll sign it **.

21:30:31.1

HOT-2 it's Zulu time is the in and out right?

21:30:34.3

HOT-1 uh that's in Zulu time but we want it local time.

21:30:36.3

HOT-2 yeah local okay.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:30:38.5
HOT-1 on here. so just minus five. sooooo let's see.

21:30:45.4
HOT-2 so nineteen forty five.

21:30:47.5
HOT-1 seven forty five yeah nineteen forty five...wow an hour and a half taxi.

21:30:53.7
HOT-2 yeah. **.

21:30:57.8
HOT-1 oh that just— that just stinks...we can't reap the benefit.

21:31:04.3
HOT-2 I know.

21:31:53.0
HOT-2 sixteen.

21:31:53.5
HOT-1 sixteen alt sel.

21:31:54.9
HOT-2 alt sel.

21:32:08.4
HOT-1 oops. you didn't feel that.

21:32:11.0
HOT-2 no I didn't feel that.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:31:18.1
RDO-1 blocked.

21:31:44.6
ZNY-B Colgan thirty four zero seven climb to flight level— correction climb to one six thousand.

21:31:50.0
RDO-2 one six thousand Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:32:13.0
HOT-2 they didn't do a twenty four hour ice protection test.

21:32:15.4
HOT-1 yeah I just did.

21:32:16.5
HOT-2 you did?

21:32:17.2
HOT-1 yup.

21:32:20.5
HOT-1 that's why I was looking back on all those pages.

21:32:22.8
HOT-2 yeah.

21:32:23.2
HOT-1 it said it was miss— er uh you know.

21:32:27.3
HOT-2 yeah.

21:32:28.0
HOT-1 there uh there was one page there wasn't anything on it. so it's like they they tore it out in error.

21:32:34.1
HOT-2 oh yeah.

21:32:35.4
HOT-1 so.

21:32:58.1
HOT-2 just twenty four ice test complete? or write—.

21:33:02.0
HOT-1 yeah I'd— I'd put twenty four hour uh check's complete.

21:33:19.1
HOT-2 alrighty.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:33:31.8
HOT-1 there we go.

21:33:48.0
HOT-2 I'm assuming we're only gonna land once.

21:33:51.6
HOT-1 yeah.

21:33:56.8
HOT-1 the only thing that um I would not do— well the type of flight— I don't know if you can see it here. I'll show you.

21:34:03.8
HOT-2 I see. oh yeah I didn't know what to—.

21:34:05.9
HOT-1 if if you don't know the type of flight it is it's— it's down here on the bottom.

21:34:08.1
HOT-2 uh-huh. oh oh okay.

21:34:10.2
HOT-1 just a regular revenue flight—.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:33:20.9
ZNY-B Colgan thirty four zero seven contact New York Center one tree tree point tree five.

21:33:25.8
RDO-2 one three three point three five Colgan thirty four zero seven.

21:33:32.9
RDO-2 thirty four zero seven fourteen point one for sixteen thousand.

21:33:37.3
ZNY-C Colgan thirty four zero seven New York Center roger. Wilkes-Barre altimeter two niner six seven.

21:33:42.4
RDO-2 six seven thank you thirty four oh seven.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

21:34:11.4
HOT [sound similar to altitude alert]

21:34:12.3
HOT-1 fifteen sixteen alt sel. regular revenue flight is type one.

21:34:15.2
HOT-2 okay.

21:34:17.3
HOT-1 unless it's a reposition or special ferry or whatever it's something else.

21:34:21.0
HOT-2 [sound of sneeze]

21:34:21.6
HOT-1 bless you.

21:34:22.2
HOT-2 excuse me. okay.

21:34:24.0
HOT-1 um a— and this is just my little deal and it is what I was taught and everything. and and it makes sense to me.

21:34:31.9
HOT-2 sure.

21:34:32.7
HOT-1 um on your two.

21:34:35.6
HOT-2 uh-huh.

21:34:36.3
HOT-1 what happens if we have to divert to an alternate?

21:34:39.0
HOT-2 oh yeah that's true.

21:34:40.0
HOT-1 um I was told it was their little uh uh like superstition.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

21:34:46.3
HOT-2

oh.

21:34:46.6
HOT-1

you don't put— you don't put it until you land there.

21:34:49.3
HOT-2

right right. no that makes sense.

21:34:49.7
HOT-1

uh but well okay. well you can take it that far. I don't care. but it makes sense that if you have to divert someplace at least you're not scratching through and doing all that kind of stuff. uh but I still do the one landing and however many starts we have and fill the rest of it out.

21:34:59.3
HOT-2

yeah.

21:35:06.5
HOT-2

yeah.

21:35:07.9
HOT-1

but uh other than that that's all there is to it. on your writeups—.

21:35:15.0
HOT-2

I've written— I mean I've written other planes up before. just not from— with Colgan.

21:35:18.1
HOT-1

okay alright so you know like the one P or the two P as you write 'em up like that?

21:35:20.6
HOT-2

uh-huh. yeah.

21:35:23.7
HOT-1

write it up. uh and if you're doing one twenty one ops you obviously know as short sweet to the point as you possibly can um.

21:35:36.0
HOT-2

give em all the details that you need to give.

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:35:38.2

HOT-1 yeah but but also don't get too wordy with it.

21:35:42.4

HOT-2 right.

21:35:44.0

HOT-1 um and what I try to do is— is I'd look up in the MEL book.

21:35:54.7

HOT-2 uh-huh.

21:35:55.3

HOT-1 to begin with before I write things up.

21:35:58.0

HOT-2 so you know yeah.

21:35:59.0

HOT-1 that way if I screw up and write it up one way and it grounds the airplane but it's not— it's not exactly or I could write it up slightly different to get an MEL to get it back to where you can do maintenance type of deal.

21:36:15.1

HOT-2 yeah.

21:36:16.3

HOT-1 it's it's a judgment call by all means.

21:36:19.7

HOT-2 yeah.

21:36:21.2

HOT-1 you you definitely want to write the proper thing up. um you know I try to uh uh get em to fix— I uh on the Saab we don't have glass we uh we had EFIS screens.

21:36:37.7

HOT-2 right.

21:36:40.1

HOT-1 but uh you had a EHSI and uh a EADI.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
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CONTENT

**TIME and
SOURCE**

CONTENT

21:36:45.5

HOT-2 uh-huh.

21:36:46.2

HOT-1 I wrote up the course selector. course one selector.

21:36:49.0

HOT-2 uh-huh.

21:36:50.7

HOT-1 uh because it wouldn't move. it was stuck on one particular course setting.

21:36:55.9

HOT-2 uh-huh.

21:36:56.7

HOT-1 and uh wrote it up totally explained exactly what it was and they uh at the time there were four planes down. two getting line checks and then my airplane and another one uh that had something wrong with it. they only had four mechanics on duty at the time. so they were all trying to do something. er I'm sorry they had four down I was the fifth one.

21:37:20.1

HOT-2 oh okay.

21:37:21.1

HOT-1 so they tried to MEL the uh the uh the autopilot system uh because of the heading selector.

21:37:32.0

HOT-2 yeah.

21:37:32.6

HOT-1 I you know I wouldn't be able to turn. and it's like wait a minute. it doesn't even apply.

21:37:36.4

HOT-2 yeah.

21:37:37.4

HOT-1 so uh you got to be careful about that.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:37:40.5

HOT-2 yeah.

21:37:41.2

HOT-1 just don't— you know understand the MELs that they uh they try to put on it make sure it applies to what you're doing.

21:37:48.3

HOT-2 yeah.

21:37:48.7

HOT-1 and the problem you're having. and I I called 'em back and told 'em uh that it doesn't have anything to do with the autopilot. well I mean doesn't it do this this this? no it's— this is what's wrong or this is what I told them before. ohhhhhh.

21:38:03.6

HOT-2 yeah.

21:38:04.6

HOT-1 eh well can we just go ahead with that MELed we'll uh get it—. well I'll tell you we could go with that MEL but I can't sign the release. I guess we'll have to get somebody to fix it then won't we. well I guess we will.

21:38:18.9

HOT-2 [sound of laughter]

21:38:19.5

HOT-1 took em twenty minutes to fix it. they just had to pop out a panel uh little component put in another component.

21:38:25.2

HOT-2 yeah.

21:38:26.1

HOT-1 and it took em all of twenty minutes. it's just the fact that they were shorthanded.

21:38:29.2

HOT-2 oh yeah.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

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**TIME and
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CONTENT

21:38:29.7

HOT-1 they were trying to uh uh—.

21:38:31.9

HOT-2 save a minute here.

21:38:32.7

HOT-1 yeah save a minute here. get us out back and then they would have time to do it.

21:38:36.8

HOT-2 yeah.

21:38:41.1

HOT-1 but of course that turned into a fiasco. we were going to Alexandria Louisiana that night.

21:38:46.3

HOT-2 oh yeah.

21:38:46.7

HOT-1 and uh let's do a cruise checklist.

21:38:49.8

HOT-2 oh cruise checklist.

21:38:51.2

HOT-1 yeah.

21:38:52.4

HOT-2 altimeters two niner six seven set crosscheck.

21:38:54.9

HOT-1 two niner six seven set crosscheck.

21:38:57.5

HOT-2 power set seatbelt sign on lights set cabin pressure check. and well cabin pressure. what's Buffalo at?

21:39:07.0

HOT-1 uh not too much. uh seven twenty eight.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:39:08.7

HOT-2 seven hundred.

21:39:12.7

HOT-2 cabin pressure check and twenty four hour ice protection test complete. cruise checklist complete. um-huh.

21:39:17.2

HOT-1 thanks. yeah we uh after they fixed it so— we were already delayed. they fixed it we were delayed a little bit more. no big deal.

21:39:24.0

HOT-2 yeah.

21:39:24.2

HOT-1 get in uh start up number two and we're doing the paperwork and all of a sudden we get bingo. look— it looked— it was engine lookup light. I went oh crap that's not good. I looked up it was chip detect. right chip detect.

21:39:43.3

HOT-2 what's that?

21:39:43.7

HOT-1 what— what that— what that's doing is detecting chips of metal in the engine.

21:39:48.4

HOT-2 oh.

21:39:50.2

HOT-1 and uh we were thinking aww crap. so I said grab the checklist real quick and let's just go through it. well in the chip detect abnormal checklist there's nothing pertaining to on the ground. it's all pertaining to in the air so I said okay shut it down. called maintenance they came over they cleaned out a little filter screen. they said it was probably carbon built up blah blah blah.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:40:05.3

ZNY-C two eight charlie golf climb and maintain flight level two two zero.

21:40:09.8

N28CG two zero zero for two two zero two eight charlie golf.

INTRA-AIRCRAFT COMMUNICATION

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CONTENT

21:40:16.8

HOT-2 yeah.

21:40:17.4

HOT-1 they fel— uh cleaned out this little carbon screen. did uh a runup check observation. I kept everybody on the plane. told em what was going on. man their eyes were you know they're all over here watching what they were doing. but it was either that or they'd have to get bussed around get out and bout the time that they'd get out they would bus em back around.

21:40:36.7

HOT-2 yeah.

21:40:37.2

HOT-1 anyway we started up ops check good. so filling out filling out the paperwork. got the door closed and everything. it's got a little whiskey hatch over here.

21:40:45.4

HOT-2 uh-huh.

21:40:46.0

HOT-1 I'm handing the paperwork out. ding. #. right chip detect— chip detect again.

21:40:51.8

HOT-2 ohh.

21:40:52.8

HOT-1 so I shut it down told everybody yeah we're gonna have to get another airplane. they had another airplane it was on a Saturday so they had extra— they had spares because of the schedule and everything.

21:41:01.9

HOT-2 yeah.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:40:12.1

ZNY-C and how would you describe the icing?

21:40:18.3

N28CG yeah we'll call it about light to moderate rime.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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CONTENT

21:41:04.4

HOT-1 um so uh twenty minutes later we launch and get about halfway up there uh over this one VOR and uh all of a sudden oh and uh uh I'll back up a half a step. I was telling the—telling the FO this was like— I don't know a month after I upgraded to captain.

21:41:29.7

HOT-2 oh geez.

21:41:30.6

HOT-1 I said you know uh uh all this stuff is just happening to me. and it's— you know hell the only thing I haven't had is is an air return.

21:41:39.8

HOT-2 oh God.

21:41:40.8

HOT-1 so we get over this VOR headed to Alexandria. ding ding ding. that's not a caution light that's a master warning.

21:41:48.5

HOT-2 yeah.

21:41:50.5

HOT-1 and uh looked up avionics smoke detector.

21:41:56.2

HOT-2 ohh.

21:41:58.2

HOT-1 I'm going @ my FO cool as #. man should I get my uh smoke goggles on and everything. said yeah gimme— gimme the memory items. I'm— I'm over here. I don't smell anything. the avionics bay is right behind the captain's seat.

21:42:15.9

HOT-2 yeah.

21:42:17.1

HOT-1 there's a little uh fire bottle. little uh rubber kind of cover thing that you can stick the fire bottle into and blow it if you need to if you're actually on fire.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

21:42:21.1

HOT-2 uh-huh...uh-huh.

21:42:28.2

HOT-1 I reach back in here and find it and uh I open it up because it's— it's kind of like a drainer in a sink.

21:42:35.5

HOT-2 yeah.

21:42:35.9

HOT-1 like over a garbage disposal. it's just kinda like this. and it's rubber and you can push.

21:42:40.2

HOT-2 uh-huh.

21:42:40.5

HOT-1 so I pushed it. man man I don't smell anything. called the flight attendant. @ hey do you smell any smoke back there? no. why? should I?

21:42:53.3

HOT-2 [sound of laughter]

21:42:55.5

HOT-1 well no you shouldn't. I'm glad you don't. thanks for playing the game. and— and I just cut her off. good *. [sound of laughter]

21:43:04.3

HOT-2 nice.

21:43:05.9

HOT-1 she calls back well uh what— what do you want me to do? I said naw man uh I said I think it's just a false alarm. but uh I was just checking. we just— we've got a light up here that went off. I said I don't think there's anything to it. so anyway she— she was good with that. and uh we didn't have ACARS— we don't have ACARS in the Saabs. so I called uh Manassas on ARINC. I said uh so uh what do you want me to do? go back to Houston? continue on or what? call us when you get on the ground in Alexandria. hey no problem. so they're gonna do a road trip and change the smoke detector out.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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**TIME and
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CONTENT

21:43:23.7

HOT-2 yeah...yeah.

21:43:48.5

HOT-1 and uh sure enough by the next morning— we were taking it out the next morning they had— they had come— they did a road trip from Houston. changed the deal out. away we went. of course after that day uh we all went to the uh steakhouse. we ate a steak baked potato and drank a messload of beer.

21:44:09.4

HOT-2 yeah.

21:44:10.2

HOT-1 it was just one of those— one of those days. yeah.

21:44:12.1

HOT-2 one of those days where you have to have a few beers at the end.

21:44:16.4

HOT-1 that was that was a good time. I like flying the Saab. if— if you upgrade to the Saab— I mean if you have the opportunity to upgrade to Saab versus the Q and you want to get your PIC time.

21:44:29.2

HOT-2 um-huh.

21:44:29.5

HOT-1 and uh you know and if that's uh you know a goal for you I guess go ahead and do it.

21:44:34.0

HOT-2 yeah. um-huh.

21:44:35.8

HOT-1 that a neat airplane to fly. it's not like this.

21:44:38.2

HOT-2 yeah right.

21:44:40.1

HOT-1 I mean it's taking five steps backwards but you're in the left seat.

INTRA-AIRCRAFT COMMUNICATION

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21:44:46.2

HOT-2 yeah.

21:44:46.5

HOT-1 it's— it's like moms SUV or minivan. you know the soccer van uh you don't have to fly with your hands and your feet. you just fly with your hands.

21:44:59.2

HOT-2 yeah.

21:44:59.5

HOT-1 once you— once you flip the auto— uh the yaw damp on and autopilot on it's solid as a rock.

21:45:05.2

HOT-2 works the rudders for you.

21:45:07.1

HOT-1 yeah it works rudders for you. it's all coordinated.

21:45:09.9

HOT-2 I think it's fun flying with— with captains. not so much any— lately but right at first that came from the Saab and they'd see— they'd see the rudder and they'd— aww # and kick it really hard and fling the plane back and forth.

21:45:23.8

HOT-1 kind of like I did a little while ago.

21:45:25.4

HOT-2 yeah kind of but uh at first I flew— I flew with some captains that were doing it really bad.

21:45:30.5

HOT-1 really.

21:45:30.9

HOT-2 like knock the flight attendants down in the back.

21:45:32.7

HOT-1 [sound of laughter]

AIR-GROUND COMMUNICATION

**TIME and
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CONTENT

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

21:45:34.5

HOT-2 like I'd see the flight attendants afterwards and they're like um who was flying.

21:45:39.8

HOT-1 that would be that bonehead captain.

21:45:42.8

HOT-2 [sound of laughter]

21:45:44.0

HOT-1 you know what? yeah I tell you I'm getting a lot more used to it. uh I'm not saying I like it any better but I am getting used to it.

21:45:51.0

HOT-2 yeah.

21:45:55.6

HOT-2 yeah I don't know what I want to do with the upgrade. I'm not entirely in like a big rush to upgrade. um it would depend on where I'm based. just because having to commute to be the bottom of the list is gonna suck. and—.

21:46:07.0

HOT-1 true and— and you know like you were talking about as far as uh right now your wanting to buy a house and wanting to have—.

21:46:13.6

HOT-2 exactly if I hold off— you know if it's a matter of holding on a few months well then I'll be making a substantial amount more money in the— in the Q than I would in the Saab.

21:46:22.0

HOT-1 right.

21:46:22.9

HOT-2 depending you know how— how long would it be to make that worth my while. would it— would I make more money upgrading into the Saab right away or would I make more money if I waited for the Q for a little while.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

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**TIME and
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CONTENT

21:46:32.6
HOT-1 well think of it this way uh if you— if you stayed on the on the Q obviously you're gonna— you're not making the captain rate.

21:46:42.0
HOT-2 right.

21:46:42.5
HOT-1 but you may have a better quality of life to begin with uhh with regards to buying a house and having a schedule to where you you know you could work around and you could be—.

21:46:55.3
HOT-2 exactly.

21:46:55.6
HOT-1 you know home with your husband to to take care of all that kind of stuff.

21:46:59.6
HOT-2 exactly yeah it's just gonna depend where we're at when that happens. but I— I mean I'm not— I'm not in such a hurry to upgrade. I've got very very very good connections at Alaska.

21:47:10.4
HOT-1 oh cool.

21:47:11.2
HOT-2 Alaska's the only major I'd want to go to.

21:47:13.2
HOT-1 yeah.

21:47:13.5
HOT-2 just because I don't want to commute my whole life...so um once I do upgrade you know once once Alaska starts hiring I don't— I mean I don't necessarily have to have a thousand hours PIC. I need to have some PIC.

21:47:25.7
HOT-1 you don't have to with uh Alaska?

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

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21:47:26.8

HOT-2 um it it depends. you you you do and on paper you do but it just— it it depends who you know. if you know people then you can kind of sneak away with it a little bit. I definitely need to have you know the proper experience you need to be qualified. but if I have—.

21:47:36.6

HOT-1 huh...sure.

21:47:40.4

HOT-2 you know if at about five hundred hours they said to to go and interview and then I can interview and they can say we want you to have a thousand hours. so once you get a thousand hours um we're gonna put you into ground school. they'll say stuff like that.

21:47:53.9

HOT-1 okay.

21:47:54.3

HOT-2 so I mean it depends and I don't even know if that's the route I want to go anymore...you know the more I think about it. I wouldn't I wouldn't mind flying for FedEx or UPS.

21:48:09.3

HOT-1 FedEx is still big on military time and the uh and the internal recommendations so those two things— I mean that knocks me out of FedEx for sure.

21:48:10.5

HOT-2 yeah...yeah.

21:48:18.0

HOT-1 but uh UPS like I said I got my cousin that uh flies seven fives seven six. he's based in Ontario.

21:48:26.3

HOT-2 yeah.

21:48:27.2

HOT-1 uh not too far from where he lives. but uh.

INTRA-AIRCRAFT COMMUNICATION

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21:48:36.3

HOT-2 yeah I wouldn't mind— you know I could even see myself doing like I mean for quality of life I could see myself doing cargo stuff and just I mean like small stuff like there's a company that flies right out of my hometown to Spokane Washington and back every night.

21:48:36.7

HOT-1 that's just—.

21:48:49.5

HOT [tones similar to ACARS message reception]

21:48:51.2

HOT-2 and I'd do that three nights a week and be home. I could have kids and raise a family. and I think that that might be more worth my while. something like that.

21:48:58.5

HOT-1 yeah yeah.

21:48:59.6

HOT-2 and it just depends. I don't even know. I'm I'm so in limbo right now it's actually kind of kind of interesting. like I don't know where I'll be in a year. I don't know where I'll be in—.

21:49:05.4

HOT-1 well just keep your eyes open you know and and keep you know keep listening uhh and and something will come across er you know you'll know whenever it's time.

21:49:18.2

HOT-2 yeah.

21:49:18.3

HOT-1 I've gotta do this. I've gotta— I'm ready to move on. um [sound similar to yawn] excuse me. it's kind of like me. you know I started this this little gig late in life.

21:49:28.7

HOT-2 yeah.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

21:49:28.9

HOT-1 oh it's like it's a second career for me basically because I— I was able to take that package with Verizon.

21:49:34.1

HOT-2 yeah.

21:49:35.5

HOT-1 but uh...you know it's...you know do I— g— at this point do I go to a major and you know not be able to be there for very long.

21:49:48.8

HOT-2 yeah be an FO the rest of your life or...

21:49:51.8

HOT-1 uhh which— that may not be a bad thing as long as I would be able to progress and and uh and be a lifetime FO if you will.

21:50:02.9

HOT-2 yeah yeah.

21:50:03.4

HOT-1 uh and just and and dwell upon the quality of life part of it or do I stay here with Colgan and uh...

21:50:11.8

HOT-2 [sound of sneeze] excuse me.

21:50:15.2

HOT-1 and you know likewise do the quality of life. I don't have to make two hundred thousand dollars a year er a hundred fifty thousand dollars a year whatever you know I could—.

21:50:20.7

HOT-2 exactly.

21:50:23.8

HOT-1 I can certainly be comfortable on on a hundred thousand. um you got traffic out there just it's crossing left to right.

21:50:32.9

HOT-2 uh in sight.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:50:35.4

HOT-1 but uh—.

21:50:41.8

HOT-2 um winds are at two fifty at fifteen gusting twenty three they're using runway—.

21:50:53.1

HOT-2 one two four thirty two.

21:51:05.4

HOT-2 alright so it's the winds are at two five zero fifteen gusting twenty three and they're using three two and two three. do you want to use uh—.

21:51:11.7

HOT-1 uh two three.

21:51:12.5

HOT-2 two three.

21:51:13.2

HOT-1 yeah.

21:51:13.7

HOT-2 okay.

21:51:13.8

HOT-? [sound of snuffle]

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:50:45.0

ZNY-C Colgan three four zero seven contact Cleveland Center one two four point three two.

21:50:48.8

RDO-2 one two four point three two Colgan three four zero seven.

21:50:58.5

RDO-2 Cleveland Center Colgan thirty four zero seven sixteen thousand.

21:51:02.1

ZOB Colgan thirty four zero seven Cleveland Center roger.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:51:16.3
HOT-1 and flaps fifteen.

21:51:18.3
HOT-2 okay.

21:51:21.7
HOT-2 uh it's runway two three.

21:51:23.8
HOT-1 ouch.

21:51:35.8
HOT-2 that us?

21:51:37.0
HOT-1 nope.

21:51:37.4
HOT-2 I didn't think so.

21:51:38.6
HOT-1 yeah.

21:51:39.1
HOT-2 [sound of laughter] I just heard direct Buffalo.

21:51:42.0
HOT-2 uh does this look good to you? um...we've got TRAVA ILS two three TRAVA KLUMP runway two three.

21:51:43.3
HOT-? [sound of snuffle]

21:51:50.7
HOT-1 yeah TRAVA.

21:51:51.9
HOT-2 yeah here you go. and the EOA is in there.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:51:26.1
ZOB Southwest six fifteen cleared direct to the Buffalo airport.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
SOURCE

CONTENT

TIME and
SOURCE

CONTENT

21:51:53.0

HOT-? [sound of sniffle]

21:51:59.4

HOT-1 thirty three.

21:52:03.7

HOT-? [sound of sniffle]

21:52:05.1

HOT-1 try not to be dyslexic.

21:52:07.8

HOT-2 [sound of laughter]

21:52:08.2

HOT-1 last time I flew in here two thirty uh— two thirty three's the uh inbound course. I put two twenty three.

21:52:14.2

HOT-2 oh geez. two thirty thirty three— no * it's runway— oh it is two thirty three?

21:52:19.6

HOT-1 it's two thirty three.

21:52:21.3

HOT-2 runway two three. oh yeah no that makes sense. now you got me confused.

21:52:26.2

HOT-1 well I— well I didn't mean to confuse you now. two three three.

21:52:29.9

HOT-2 two three three.

21:52:31.0

HOT-1 and I'll brief it that way too.

21:52:32.6

HOT-2 alright it's two three three. [sound of laughter] we're good.

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:52:34.2
HOT-1 that's two three three.

21:52:53.2
HOT-? [sound of snuffle]

21:52:57.2
HOT-2 alrighty and for the rest of that weather uh three miles. it's snowing with some mist.

21:53:03.5
HOT-1 alright.

21:53:05.7
HOT-2 it didn't give me an RVR.

21:53:07.5
HOT-1 good...it's good.

21:53:10.9
HOT-2 that means it's far enough right?

21:53:13.9
HOT-1 yeah.

21:53:20.3
HOT-2 runway five then what do we have? one two nine two five.

21:53:30.4
HOT-? [sound of snuffle]

21:53:40.2
HOT-2 alrighty your numbers. for flaps fifteen runway two three are eighteen and fourteen.

21:53:43.1
HOT-? [sound of snuffle]

21:53:47.5
HOT-1 alrighty eighteen and fourteen.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

21:53:49.7
HOT-2 we have to go around it's gonna be twenty five and forty five.

21:54:05.5
HOT-? [sound of snuffle]

21:54:06.7
HOT-2 alrighty. I don't think we had any specials did we?

21:54:12.0
HOT-1 uh I don't believe we did.

21:54:13.6
HOT [sound of double chime]

21:54:16.9
INT-3 hello.

21:54:17.2
INT-2 hey any specials?

21:54:18.6
INT-3 uh no we don't.

21:54:19.8
INT-2 no specials.

21:54:20.6
INT-3 nope.

21:54:20.8
INT-2 we should be there in about twenty twenty five minutes.

21:54:23.0
INT-3 fantastic.

21:54:23.9
INT-2 alright

21:54:24.1
INT-3 thanks bye.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:54:58.5
HOT-2 yeah I kind of like that I'm so flexible with what I'm doing.

21:55:01.3
CAM [sound similar to seat track movement]

21:55:03.0
HOT-2 * I have goals but I have such a wide range of goals I don't know exactly what I want.

21:55:05.3
HOT [sound similar to double chime]

21:55:39.9
HOT-2 oops I think I had two seven six two I think I put half and half. two seven six two yeah. twenty five and then I switched that one. oops.

21:55:56.8
HOT-? [sound of snuffle]

21:56:08.0
HOT-1 it's just like we're in I don't know just just a light haze or type cloud. I don't know just we can see things out in front of us.

21:56:17.4
HOT-2 do you want to go down?

21:56:18.6
HOT-1 huh? ohh. I was thinking about that.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:55:25.0
ZOB Colgan thirty four zero seven Cleveland.

21:55:28.1
RDO-2 thirty four zero seven go ahead.

21:55:30.2
ZOB Colgan thirty four zero seven reset your transponder. squawk seven— er uh two seven six two.

21:55:35.6
RDO-2 two seven six two Colgan thirty two— thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:56:26.4
HOT-2 might be easier on my ears if we start going down sooner.

21:56:28.9
HOT-1 yeah we could do it. that's fine.

21:56:35.9
HOT-1 get discretion to twelve.

21:56:44.9
HOT-1 I got your standby.

21:56:46.5
HOT-2 [sound of laughter]

21:56:49.5
HOT-? [sound of snuffle]

21:57:07.1
HOT-1 we may have to wait for separation on this guy over here.

21:57:10.0
HOT-2 yeah.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:56:31.6
RDO-2 and Center Colgan thirty four zero seven.

21:56:35.6
ZOB Colgan thirty four zero seven uh say again?

21:56:38.7
RDO-2 oh yeah just can we get PD down to twelve thousand for Colgan thirty four zero seven.

21:56:42.6
ZOB uhh standby.

21:57:10.8
ZOB Colgan thirty four zero seven cross BENEE at maintain one one thousand.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:57:20.5
HOT-2 BENEЕ at eleven.

21:57:21.3
HOT-1 tooo what was it?

21:57:23.2
HOT-2 BENEЕ.

21:57:23.4
HOT-1 oh BENEЕ.

21:57:25.4
HOT-1 BENEЕ at one one thousand.

21:57:27.2
HOT-2 yes sir.

21:57:34.9
HOT-1 yeah that works.

21:58:28.0
HOT-? [sound of snuffle]

21:58:31.1
HOT-1 you know we had a a controller down in Houston. uh he was known as Mister Happy.

21:58:37.7
HOT-2 oh yeah.

21:58:38.4
HOT-1 guy was just he was— had a perfect personality for the being a controller. he never let anything rattle him. and he just all just all bubbly type a type a guy. he retired— just to let you know how he— how well respected he was um he retired and he had they published where his retirement party was. there was pilots from Continental Colgan pilots Chautauqua Expressjet you know the main carriers there in Houston.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

21:57:15.7
RDO-2 BENEЕ at one one eleven thousand Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

21:58:56.8
HOT-?

[sound of sniffles]

21:59:09.2

HOT-2 oh that's cool.

21:59:12.3

HOT-1 they all went to go see you know Mister Happy and everything but but that's where I got the bent wing pencil jet.

21:59:19.6

HOT-2 it's where what?

21:59:20.6

HOT-1 that's where I got the bent wing pencil jet uh name from.

21:59:24.7

HOT-2 he calls them that?

21:59:26.4

HOT-1 yeah it was uh Jet Lincoln instead of Jetlink. called em Jet Lincoln and we were Cold One.

21:59:29.0

HOT-2 uh-huh...oh.

21:59:32.4

HOT-1 Cold One nintey five sixty five you'll be following a bent wing pencil jet at your one oh clock. two miles or whatever it was.

21:59:40.9

HOT-2 that's funny.

21:59:42.1

HOT-1 either that or you're following the lawn dart today. let's see uh if it was a CRJ we're following the Barbie Jet.

21:59:45.6

HOT-2 [sound of laughter]

21:59:52.2

HOT-2 the Barbie Jet.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

21:59:59.5
HOT-1 or he would say you're following Chi-tak-wa.

22:00:03.3
HOT-1 [sound of laughter]

22:00:04.1
HOT-2 [sound of laughter]

22:00:05.9
HOT-2 the guys that have fun and enjoy their jobs are so much more pleasant to work with.

22:00:09.4
HOT-1 oh yeah.

22:00:10.8
HOT-2 yeah.

22:00:14.6
HOT-? [sound of snuffle]

22:00:16.2
HOT-1 College Station Texas was a a contract control tower.

22:00:23.0
HOT-2 yeah.

22:00:23.2
HOT-1 had a guy that worked in there. had an odd accent to begin with. and uh College Station Airport is uh owned and operated by the university— uh the Texas A and M university.

22:00:39.7
HOT-2 uh-huh.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:00:37.8
ZOB Mesaba thirty forty five contact Cleveland Center one two zero point six.

22:00:43.2
RDO-2 one two zero point six Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:00:49.8

HOT-2 oh.

22:00:51.7

HOT-2 I'm not doing very good by * tonight.

22:00:52.7

HOT-1 it's alright.

22:00:59.5

HOT-1 sorry about that. oh anyway he would say Eeeeeeeeastwood information echo.

22:01:08.9

HOT-2 [sound of laughter]

22:01:11.3

HOT-1 and he'd give us he'd give us same type of uh clearance to Houston. Colgan ninety five twenty six you're cleared to the George Herbert Walker er yeah George Herbert Walker Bush Intergalactical Airport.

22:01:27.6

HOT-2 [sound of laughter]

22:01:28.1

HOT-1 instead of Intercontinental. Intergalactical Airport via the College Station zero seven six. baaaseball Rice won. climb maintain seven thousand. departure frequency is Houston Center one two three point seven. squawk whatever you know.

22:01:36.8

HOT-2 [sound of laughter]

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:00:46.2

ZOB nope Colgan thirty four zero seven you stay here. that was for Mesaba.

22:00:54.0

ZOB Colgan thirty four zero seven you still here?

22:00:56.3

RDO-2 yes sir thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

**TIME and
SOURCE**

CONTENT

22:01:47.6

HOT-2 yeah.

22:01:48.0

HOT-1 and I would try to read it back exactly the same way. went in there I don't know you know about three or four months before I left and he was just all calm and quiet. you know I could tell it was him said hey man what happened to that Eeeeeeastwood Airport information echo. he said yeah they clipped my wings.

22:02:09.7

HOT-2 oh no. they didn't like him doing that?

22:02:12.3

HOT-1 I said well uh if if you need uh if you need any help on that one you just let me know who to call and I'll uh be glad to put in a good word for ya. and he he chuckled. he said uh he said awww let it blow over for a little while and I'll be back I'll be back to my regular self later.

22:02:32.1

HOT-2 [sound of laughter]

22:02:32.9

HOT-1 yeah.

22:02:36.4

HOT-1 I just like the flying down there a whole lot better.

22:02:39.1

HOT-2 yeah.

22:02:39.6

HOT-1 see and and in the Saab in the northeast uh you * there's no FMS there's no glass.

22:02:46.9

HOT-2 yeah.

22:02:47.5

HOT-1 and you're you're asses and elbows all the time.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

22:02:51.5
HOT-2

yeah.

22:02:52.4
HOT-1

uh because uh you're flying the the victor airways. the uh the VORs are so close together and you're having to go to intersections.

22:03:00.3
HOT-2

yeah.

22:03:00.7
HOT-1

cross radials and all that kind of stuff. and uh it's it's hard work.

22:03:04.8
HOT-2

yeah.

22:03:05.3
HOT-1

down in Houston y— you're more spread out. uh the flying is a whole lot nicer down there the controllers are a whole lot nicer. in Florida the same way.

22:03:18.6
HOT-2

yeah Phoenix is like that.

22:03:20.3
HOT-?

[sound of snuffle]

22:03:21.2
HOT-1

man I— it's just all the pressure of all the the congestion and the the volume and weather and anything and everything. the the controllers uh they just it's like they uh constantly have their—.

22:03:38.1
ZOB

Colgan thirty four zero seven contact Buffalo Approach one two six point one five.

22:03:41.8
HOT

[sound similar to altitude alert]

22:03:42.7
RDO-2

one two six one five Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:03:45.4
HOT-1 twelve eleven alt sel.

22:03:46.5
HOT-2 twelve eleven alt sel.

22:03:50.0
HOT-? [sound of snuffle]

22:04:09.1
HOT-2 *.

22:04:09.3
HOT-1 two niner eight zero.

22:04:11.6
HOT-2 eight.

22:04:12.4
HOT-1 and we'll expect two three.

22:04:15.1
HOT-2 yup.

22:04:15.5
HOT-1 and if you've got your charts handy I'll brief it real quick.

22:04:17.7
HOT-2 llll do.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:03:53.0
RDO-2 Buffalo Approach Colgan thirty four zero seven twelve for eleven thousand with romeo.

22:03:59.2
APP Colgan forty four zero seven Buff Approach good evening. Buffalo altimeter's two niner eight zero. plan ILS approach runway two three.

22:04:05.1
RDO-2 two niner eight zero and ILS two three Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:04:19.4
HOT-1 ** . alright it's uh gonna be the ILS to uh runway two three at Buffalo. chart eleven two twenty April oh seven.

22:04:28.9
HOT-2 yes sir.

22:04:29.7
HOT-1 got uh eleven three's the frequency set both sides. two thirty three set on my side I saw you set yours. uh glideslope uh final approach fix uh glideslope intercept is at the—.

22:04:45.8
HOT-2 direct—.

22:04:46.2
HOT-1 direct TRAVA.

22:04:50.6
HOT-1 oooh let's see I forget. do I do the do the first one?

22:04:54.8
HOT-2 I did the first one. it doesn't matter you could do either one. there's no hold in there so—.

22:05:08.2
HOT-2 cranky old guy.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:04:39.9
APP Colgan thirty four zero seven proceed direct TRAVA.

22:04:43.2
RDO-2 direct TRAVA Colgan thirty four zero seven.

22:05:00.6
APP Colgan thirty four zero seven descend and maintain six thousand.

22:05:03.8
RDO-2 sorry about that down to six thousand Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

22:05:08.9

HOT-1 six thousand alt sel. that's something I you in in the Saab whoever if the autopilot's engaged you know the pilot flying manipulates that #.

22:05:17.0

HOT-2 yeah...oh yeah.

22:05:20.7

HOT-1 I don't know why we don't do that here but we don't.

22:05:23.2

HOT-2 yeah.

22:05:24.3

HOT-1 alright well if you don't mind I'm gonna go ahead and push her on down at a thousand feet a minute.

22:05:27.0

HOT-2 oh that's okay.

22:05:29.5

HOT-1 uh continuing on glideslope intercept's the outer marker twenty two oh six that's fourteen uh seventy eight above the ground. DA's nine twenty eight we'll put nine thirty in...it's also two hundred above the ground. touchdown zone elevation is seven twenty eight. highest MSA's south of the outer marker at thirty nine hundred north of the marker is twenty seven. and ALSF two lighting uh missed approach is up to twenty three hundred climbing right turn to three thousand via three hundred heading uh on the uh two six seven radial to BUF VOR. and er outbound on VOR out to WELLA uh which is DME twenty three point one uh hold uh this thing'll probably do a parallel entry. uh we got the weather. bugs are set eighteen fourteen flaps fifteen. uh off of twenty three I forget let me look it up.

22:06:05.0

HOT-? [sound of sniffles]

22:06:31.0

HOT-2 left.

22:06:32.6

HOT-1 oh sure. I'll do it left turn.

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

22:06:36.9

HOT-2 left turn.

22:06:37.6

HOT-1 first available.

22:06:38.7

HOT-2 I think so.

22:06:39.9

HOT-1 can I make echo?

22:06:41.3

HOT-2 um I think so.

22:06:42.9

HOT-1 okay.

22:06:45.3

HOT-1 we'll do it. oh #.

22:06:48.7

HOT-2 [sound of laughter]

22:06:50.5

HOT-1 going too far off.

22:06:55.6

HOT-2 yeah you can make echo.

22:06:55.8

HOT-1 *.

22:07:14.2

HOT-2 [sound similar to yawn] alright I'm gonna call in range. I'll be off one for a second.

22:07:16.8

HOT-1 I got one.

22:07:18.3

HOT-2 * two five right? yup.

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:07:21.2
HOT-? [sound of snuffle]

22:07:29.9
HOT-? [sound of snuffle]

22:07:59.9
HOT-1 is the other Colgan in?

22:08:02.3
HOT-2 the other Colgan's there right now. and they're trying to turn him and we may have to sit and wait for them to turn him.

22:08:07.4
HOT-1 yeah.

22:08:08.4
HOT-2 that's what she said.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:07:22.1
RDO-2 Ops Colgan thirty four zero seven's in range.

22:07:30.6
OPS thirty four zero seven go for Buffalo ops.

22:07:33.4
RDO-2 yeah we're just letting you know we're in range. uh let's see here looks like we're ten maybe fifteen minutes out.

22:07:39.2
OPS we'll see you in about ten fifteen minutes. gate twenty six. um we do actually have another Colgan turn we're trying to get out uh because they have the adapter we need to meet you guys. um so it might be just a couple minutes when you get here before we can actually bring the jetbridge up to ya.

22:07:54.2
RDO-2 alrighty uh thirty four zero seven we'll be we'll be ready for that thanks.

22:07:58.6
OPS thank you see you then.

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

22:08:09.1

HOT-1 how'd they beat us?

22:08:11.8

HOT-2 I don't— they must have taken runway two niner. 'cause they— we we sat there for like forty five minutes without anybody taking off two two.

22:08:26.4

HOT-? [sound of snuffle]

22:08:27.5

HOT-1 alrighty.

22:08:37.4

HOT-? [sound of snuffle]

22:08:41.0

HOT-2 alrighty **.

22:08:41.4

APP Colgan thirty four zero seven descend and maintain five thousand.

22:08:45.0

RDO-2 five thousand Colgan thirty four zero seven.

22:08:47.9

HOT-1 five thousand alt sel.

22:08:48.9

HOT-2 five thousand alt sel I'm off one.

22:08:50.2

HOT-1 I've got one.

22:08:51.1

PA-2 folks from the flight deck your first officer speaking uh it looks like at this time we're about ten maybe fifteen minutes outside of Buffalo. weather in Buffalo is uh pretty foggy. uh snowing a little bit there it's not too terribly cold uh but uh at this time I'd like to make sure everybody remains in their seats so the flight attendants can prepare the cabin for arrival. thank you.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:09:10.6

HOT-2 [sound of sniffles] alrighty I'm back on one.

22:09:15.9

PA-3 ladies and gentlemen in preparation for landing in Buffalo please be certain your seatback is straight up and your seatbelt is fastened. please pass any remaining service items and unwanted reading materials to us as we pass through the cabin. please turn off all portable electronic devices and stow them until we have reached the gate. after landing Continental Connection allows passengers to use cell phones. I will make an announcement when it is safe to use this device. if you plan to use your cell phone please ensure it's accessible since personal items must be stowed until we reach the gate.

22:09:17.8

HOT-1 four thousand alt sel.

22:09:18.8

HOT-2 four thousand.

22:09:26.0

HOT-1 how's the ears?

22:09:27.3

HOT-2 uh they're stuffy.

22:09:31.6

HOT-1 are they poppin?

22:09:32.7

HOT-2 yeah.

22:09:33.3

HOT-1 okay. that's a good thing.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:09:12.1

APP Colgan thirty four zero seven descend and maintain four thousand.

22:09:15.6

RDO-2 and four thousand Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

**TIME and
SOURCE**

CONTENT

22:09:35.7

HOT-2 yeah I wanna make em pop. [sound of laughter]

22:10:20.6

HOT-? [sound of snuffle]

22:10:22.6

HOT-2 is that ice on our windshield?

22:10:25.6

HOT-1 got it on my side. you don't have yours?

22:10:28.7

HOT-1 * [sound of whistle]

22:10:29.2

HOT-? [sound of snuffle]

22:10:30.5

CAM [sound of click]

22:10:32.3

HOT-2 oh yeah oh it's lots of ice.

22:10:39.5

HOT-? [sound of snuffle]

22:10:47.5

HOT-1 oh yeah that's the most I've seen— most ice I've seen on the leading edges in a long time. in a while anyway I should say.

22:10:51.4

HOT-2 oh *.

22:10:56.8

HOT-? [sound of snuffle]

AIR-GROUND COMMUNICATION

**TIME and
SOURCE**

CONTENT

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

22:10:57.7

HOT-2 yeah that's another thing. all the guys— @ came in to our when we interviewed and he said oh yeah you'll all be upgraded in six months into the Saab and blah ba blah ba blah and I'm thinking you know what. flying in the northeast I've sixteen hundred hours. all of that in Phoenix how much time do you think actual I had or any in in ice. I had more actual time on my first day of IOE than I did in the sixteen hundred hours I had when I came here.

22:11:14.8

HOT-? [sound of snuffle]

22:11:21.0

HOT-1 [sound of laughter]

22:11:22.2

HOT-2 I'm not even kidding. the first day.

22:11:25.7

HOT-1 well that sounds— well I mean I didn't have sixteen hundred hours.

22:11:27.5

HOT [sound similar to altitude alert]

22:11:28.9

HOT-1 five for four alt sel.

22:11:29.8

HOT-2 five four alt sel.

22:11:31.1

HOT-? [sound of snuffle]

22:11:31.5

HOT-1 but uh as a matter of fact I got hired with about six hundred and twenty five hours here.

22:11:37.6

HOT-2 oh wow.

22:11:39.4

HOT-1 uh.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:11:39.9
HOT-2 that's not much for uh back when you got hired.

22:11:42.5
HOT-1 no but uh out of that six and a quarter two hundred fifty hours was uh part one twenty one turbine. multi engine turbine.

22:11:50.0
HOT-2 oh that's right yeah.

22:11:54.3
HOT-2 no but all these guys are complaining they're saying you know how we were supposed to upgrade by now and they're complaining I'm thinking you know what? I really wouldn't mind going through a a winter in the northeast before I have to upgrade to captain.

22:12:04.0
HOT-1 no no.

22:12:05.0
HOT-2 I've never seen icing conditions. I've never deiced. I've never seen any— I've never experienced any of that. I don't want to have to experience that and make those kinds of calls. you know I'dve freaked out. I'dve have like seen this much ice and thought oh my gosh we were going to crash.

22:12:25.1
HOT-2 um two three alt sel.

22:12:27.4
HOT-2 I've got you in pitch pitch hold. I don't know if that's what you want.

22:12:27.6
HOT-1 two three alt sel.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:12:17.7
APP Colgan thirty four oh seven descend and maintain two thousand three hundred.

22:12:21.8
RDO-2 okay down to two thousand three hundred Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:12:29.6

HOT-1 yeah that's alright. let's uh— we'll do vertical speed back.

22:12:33.3

HOT-2 but I'm glad to have seen oh— you know now I'm so much more comfortable with it all.

22:12:37.6

HOT-1 yeah uh I I spent the first three months in uh Charleston West Virginia and uh flew—.

22:12:49.3

HOT-1 left three three zerooo. we're in heading mode now. go to blue needles.

22:13:01.2

HOT-1 but I— first couple of times I saw the amount of ice that that Saab would would pick up and keep on truckin'.

22:13:05.9

HOT-2 yeah.

22:13:06.7

HOT-? [sound of snuffle]

22:13:08.0

HOT-1 saw it out on the spinner. ice comin' out about that far my eyes about that big around. I'm going gosh. I mean Florida man— barely a little you know out of Pensacola.

22:13:09.3

HOT-2 yeah.

22:13:14.2

HOT-2 holy cow...oh my gosh...oh yeah.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:12:43.5

APP Colgan thirty four zero seven turn left heading three three zero.

22:12:47.0

RDO-2 left heading three three zero Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:13:18.0
HOT [sound similar to altitude alert]

22:13:21.4
HOT-1 that's uh thirty three for twenty three alt sel.

22:13:24.1
HOT-2 thirty three for twenty three alt sel.

22:13:24.8
HOT-1 let's do a descent checklist please.

22:13:25.9
HOT-2 do a descent checklist. altimeters two niner eight zero set crosschecked.

22:13:29.1
HOT-1 twenty nine eighty set crosschecked.

22:13:30.8
HOT-2 fuel balance check. pressurization set and cabin PA complete. descent checklist complete.

22:13:35.7
HOT-1 alright if you want to go ahead we can do the approach checklist along with it.

22:13:37.4
HOT-2 yeah sure. um approach checklist approach and landing brief complete.

22:13:41.6
HOT-1 uh complete.

22:13:42.3
HOT-2 bugs set.

22:13:43.3
HOT-1 set.

22:13:44.3
HOT-2 GPWS landing flaps selected fifteen degrees. fuel transfer off hydraulic pressure and quantity check. caution warning lights check seatbelt sign on and external lights on. approach checklist complete.

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

INTRA-AIRCRAFT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

TIME and SOURCE

CONTENT

22:13:54.5

HOT-2 [sound of snuffle]

22:13:54.7

HOT-1 rock and roll.

22:13:58.4

HOT-2 oh yeah— I'm so glad. I would've— I w— I mean—. I would've been been fine. I would have survived it. there wasn't— we n— never had to make decisions that I wouldn't have been able to make but...now I'm more comfortable.

22:14:08.5

APP Colgan thirty four zero seven turn left heading three one zero.

22:14:12.1

RDO-2 left heading three one zero for Colgan thirty four zero seven.

22:14:12.7

CAM [sound similar to engine power increase]

22:14:14.6

HOT-1 three one zero.

22:14:16.6

HOT-2 yeah.

22:14:21.9

HOT-? [sound of sniffles]

22:14:22.6

HOT-1 alright let's see if I can get this seat...sited...that's alright there.

22:14:24.7

CAM [sound similar to seat track movement]

22:14:32.7

HOT-1 still trying to find that sweet spot I guess there *.

22:14:39.8

CAM [sound similar to engine power increase]

INTRA-AIRCRAFT COMMUNICATION

<u>TIME and SOURCE</u>	<u>CONTENT</u>
22:14:56.7 HOT-?	[sound of snuffle]
22:15:06.3 HOT-1	flaps five. [covered by background radio transmissions]
22:15:08.1 HOT-2	what?
22:15:08.8 HOT-1	flaps five please.
22:15:10.0 HOT-2	oh *.
22:15:11.2 CAM	[sound similar to flap handle movement]
22:15:13.2 HOT-?	[sound of snuffle]
22:15:31.7 HOT-1	alright approach is armed.
22:15:32.8 HOT-2	roger.
22:15:38.8 HOT-?	[sound of snuffle]
22:15:59.5 CAM	[sound similar to decrease in engine power]

AIR-GROUND COMMUNICATION

<u>TIME and SOURCE</u>	<u>CONTENT</u>
22:15:13.5 APP	Colgan thirty four zero seven three miles from KLUMP turn left heading two six zero maintain two thousand three hundred until established localizer. cleared ILS approach runway two three.
22:15:22.2 RDO-2	left two sixty two thousand three hundred 'til established and cleared ILS two three approach Colgan thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:16:04.1
HOT-1 gear down...loc's alive.

22:16:06.2
CAM [sound similar to landing gear handle movement]

22:16:07.4
CAM [sound similar to landing gear deployment]

22:16:14.9
HOT [sound of two double chimes]

22:16:19.2
HOT-? [sound of snuffle]

22:16:21.2
HOT-2 gear's down.

22:16:23.5
HOT-1 flaps fifteen before landing checklist.

22:16:26.0
CAM [sound similar to flap handle movement]

22:16:26.6
HOT-2 uh..

22:16:27.4
CAM [sound similar to stick shaker lasting 6.7 seconds]

22:16:27.7
HOT [sound similar to autopilot disconnect horn repeats until end of recording]

22:16:27.9
CAM [sound of click]

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT

22:16:06.4
APP Colgan thirty four zero seven contact tower one two zero point five. have a good night.

22:16:11.5
RDO-2 over to tower you do the same thirty four zero seven.

INTRA-AIRCRAFT COMMUNICATION

TIME and SOURCE

CONTENT

22:16:31.1
CAM [sound similar to increase in engine power]

22:16:34.8
HOT-1 Jesus Christ.

22:16:35.4
CAM [sound similar to stick shaker lasting until end of recording]

22:16:37.1
HOT-2 I put the flaps up.

22:16:40.2
CAM [sound of two clicks]

22:16:42.2
HOT-1 [sound of grunt] *ther bear.

22:16:45.8
HOT-2 should the gear up?

22:16:46.8
HOT-1 gear up oh #.

22:16:50.1
CAM [increase in ambient noise]

22:16:51.9
HOT-1 we're down.

22:16:51.9
CAM [sound of thump]

22:16:52.0
HOT-2 we're [sound of scream]

22:16:53.9
END OF TRANSCRIPT
END OF RECORDING

AIR-GROUND COMMUNICATION

TIME and SOURCE

CONTENT