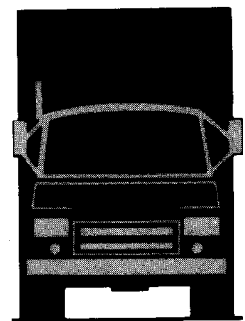
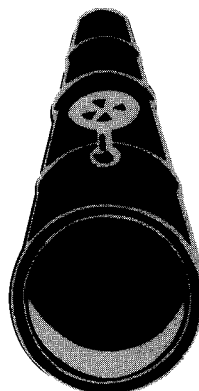
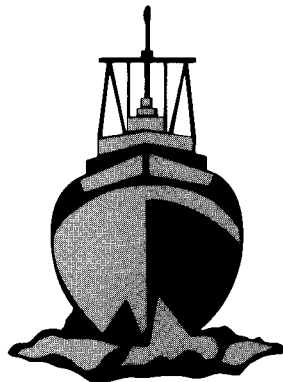
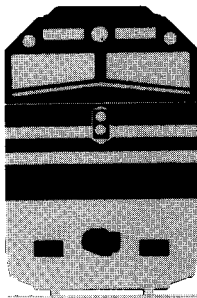


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORT

**RUNWAY COLLISION
UNITED EXPRESS FLIGHT 5925
AND BEECHCRAFT KING AIR A90
QUINCY MUNICIPAL AIRPORT
QUINCY, ILLINOIS
NOVEMBER 19, 1996**



6793C

APPENDIX B—COCKPIT VOICE RECORDER TRANSCRIPT**LEGEND**

HOT	Crewmember hot microphone voice or sound source
HOT-M	Aircraft mechanical voice heard on all channels
RDO	Radio transmission from accident aircraft
CAM	Cockpit area microphone voice or sound source
PA	Voice heard over aircraft public address system
PA4	Recorded passenger announcement over aircraft public address system
CTR1	Radio transmission from Chicago center controller
CTR2	Radio transmission from Kansas City center controller
1127D3	Radio transmission from King Air N1127D, male voice
1127D4	Radio transmission from King Air N1127D, female voice
7646J	Radio transmission from Cherokee N7646J
BRLOP	Radio transmission from Burlington operations
QCYOP5	Radio transmission from Quincy operations, female voice
QCYOP6	Radio transmission from Quincy operations, male voice
AWOS	Radio transmission from Quincy Automated Weather Observation System
-B	Sounds heard through both pilot's hot microphone systems
-1	Voice identified as Pilot-in-Command (PIC)
-2	Voice identified as Co-Pilot.
-?	Voice unidentified
*	Unintelligible word
@	Non pertinent word
#	Expletive
- - -	Break in continuity
()	Questionable insertion
[]	Editorial insertion
.....	Pause

Note 1: Times are expressed in central standard time (CST).

Note 2: Words shown with excess vowels, letters, or drawn out syllables are a phonetic representation of the words as spoken.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME &
SOURCE**

CONTENT

**TIME &
SOURCE**

CONTENT

**START of RECORDING
START of TRANSCRIPT**

1620:21
CTR-1

Lakes Air two fifty one, right now you are three miles south of BURNS. maintain three thousand till established on the localizer. cleared ILS approach to Burlington airport.

1620:26
CAM

[sound similar to aircraft altitude alert signal]

1620:31
RDO-2

* two fifty one uh, three thousand till established, cleared ILS three six into Burlington.

1620:41
HOT-2

flaps?

1620:42
HOT-1

flaps * indicated takeoff.

1620:45
HOT-2

approach briefing?

1620:46
HOT-1

gonna be, that's complete.

1620:49
HOT-2

performance is one ten twenty five?

1620:51
HOT-1

reviewed.

1620:51
HOT-2

nav radios?

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1620:52 HOT-1	they're set.		
1620:53 HOT-2	** identified, interior lights?		
1620:57 HOT-1	aaare, comin' up.		
1620:59 HOT-2	flaps?		
1621:01 HOT-1	they're, ... takeoff.		
1621:02 CAM	[sound similar to aircraft altitude alert signal]		
1621:03 HOT-2	approach check list?		
1621:04 HOT-1	power back six hundred please.		
1621:05 HOT-1	it's complete.		
1621:12 HOT-1	call 'em established.		
		1621:14 RDO-2	two fifty one's established.
		1621:16 CTR-1	Lakes Air two fifty one roger. report cancellation IFR this frequency. if unable through Ft. Dodge radio. change to advisory is approved.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1621:23 RDO-2	two fifty one's change to advisory.
		1621:26 RDO-?	[sound similar to someone keying microphone seven times]
1621:31 HOT-1	[sound similar to outer marker beacon signal]		
		1621:36 1127D-3	and Quincy traffic uh, King Air one one two seven Delta on a left base for runway four, Quincy.
1621:43 CAM	[sound similar to aircraft altitude alert signal]		
1621:48 HOT-2	I didn't get any marker beacons.		
1621:51 HOT-1	I got a low one. I think the volume might be way down.		
1621:57 HOT-1	[sound similar to engine ignition]		
1621:58 HOT-2	anyway, we're over the marker.		
1621:59 CAM	[sound similar to aircraft altitude alert signal]		
		1622:03 RDO-2	Burlington area traffic Lakes Air two fifty one is BURNS inbound three six ILS.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1622:11 HOT-2	landing gear?		
1622:12 HOT-1	down, three green.		
1622:13 HOT-2	verified.		
1622:18 HOT-2	three thousand is the missed approach altitude.		
		1622:33 1127D-5	Quincy traffic, Baron, I mean King Air one one two seven Delta 'bout ready to turn final for runway four, Quincy.
1623:36 HOT-1	approach flaps please.		
1623:37 HOT-2	OK, check selected approach.		
1623:43 HOT-2	indicated approach, approach lights in sight, continue.		
1623:52 HOT-2	runway's in sight.		
1624:10 HOT-1	landing flaps.		
1624:11 HOT-2	speed checks, * to land.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1624:15 HOT-2	flaps are landing, yaw dampers off. three in the green. final checks are complete. runway's clear. ref's, one ten.	1624:22 RDO-2	Burlington area traffic, Lakes two fifty one short final three six, Burlington.
1624:36 CAM-3	two hundred.		
1624:42 HOT-2	plus five.		
1624:53 HOT-2	V ref.		
1625:00 CAM	[sound similar to aircraft touching down on runway]		
1625:02 HOT-2	reverse available.		
1625:09 CAM	[sound of increase in engine noise similar to engine reverse power being applied]	1625:53 RDO-2	Burlington area (traffic Lakes) two fifty one down and clear all runways, Burlington.
		1626:02 RDO-2	Chicago center Lakes two fifty one on the ground Burlington, cancel.
		1626:07 CTR-1	Lakes Air two fifty one, cancellation received.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1626:10 RDO-2	two fifty one uh, we broke out about nine hundred AGL.
		1626:13 CTR-1	nine hundred AGL, thanks.
1626:21 HOT-1	afters please.		
1626:22 HOT-2	* lights are off, flaps up, trim's reset, radar, TCAS transponder standby auto feather's off anti-skid is not installed ice protection boards pressurization is depressurized after landing checklist complete.		
1626:33 HOT-1	OK, thank you. [several non pertinent comments between captain and co-pilot]		
1627:13 PA-2	ladies and gentlemen I'd like to welcome you to the Burlington airport for those of you getting off here in Burlington I'll have the door for you in just a minute call for your departure as you exit please check around your seat make sure you collect all your personal belongings you may have brought on board with you. please watch your head as you exit the exit is a little bit lower on the inside of the cabin. all your baggage will be inside the terminal. once again do apologize for the delay getting you into Burlington this afternoon, but uh, we do hope you have a real nice evening here in Burlington for those of you continuing on to Quincy we do ask that you remain on the aircraft with your seatbelts fastened thanks.		
1627:39 CAM	[sound similar to engines being shut off]		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1627:45 CAM-1	mine looks clear I think, what about yours?		
1627:48 CAM-2	turn around and look at it I guess.		
1627:49 CAM-1	**.		
1627:49 CAM	[break in CVR recording similar to power being shut off]		

1636:21 CAM-1	avionics off inverters off, mode controllers off blowers are auto condition levers fuel cutoff prop area's been cleared battery voltage checks engine start.		
1636:29 HOT-1	[sound similar to engine ignition]		
1636:52 CAM	[sound similar to engine being started]		
1636:53 CAM	[sound similar to altitude alert signal]		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1637:15 HOT-1	doors and windows are closed and locked. loads checked. panel lights are as required cabin lights are as required, cabin sign oops, wrong one isn't it. battery's on avionics are off inverters are off mode controllers off blowers are auto I knew which one I knew what I was doing. [sound of chuckle]		
1637:29 HOT-2	oh. [sound of chuckle]		
1637:30 HOT-1	I knew that the engine wasn't started. I just was saying the wrong checklist. [sound of chuckle]		
1637:35 HOT-2 *			
1637:36 HOT-1	Kate your engine's not going..... oh thank you..... battery's on avionics are off inverters are off mode controllers off blowers are auto, condition levers fuel cutoff prop area's been cleared battery voltage checks engine start.		
1637:51 CAM	[twin chime similar to no smoking/seatbelt sign being activated]		
1637:55 HOT-1	[sound similar to engine ignition]		
1637:56 CAM	[sound similar to altitude alert signal]		
1638:12 PA-4	Welcome aboard. Before we begin our flight, we would like to review some important safety features of our Beechcraft 1900 airliner. Please remove the passenger briefing card		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME &
SOURCE

CONTENT

TIME &
SOURCE

CONTENT

located in the seat pocket in front of you. We suggest that you follow along as we explain the location and operation of the aircraft's safety equipment.

Passengers seated in 4C, 6A or 6C should review the information card explaining exit row seating requirements. If you feel you would be unable to carry out these instructions or wish to be resealed, please notify a crew member.

There are four exits aboard this aircraft. There are three clearly marked overwing exits, two over the right wing and one over the left wing. To open, pull down on the handle and pull the exit inward. The main cabin door through which you entered is also an emergency exit. To open, push the button next to the handle then rotate the handle counter-clockwise and push the door open.

This aircraft has two portable fire extinguishers. One located forward of the right front seat and the other located under the right seat in the cockpit. To operate the extinguisher, unlatch it from its bracket, pull the pin in the handle, point the nozzle at the base of the flames, and then squeeze the handle.

In the unlikely event of a water landing, each seat cushion can be used as a flotation device. Pull the seat cushion out, wrap your arms around the cushion and hold on to the straps.

Federal Aviation regulations require passenger compliance with the lighted passenger information signs and posted placards. Please observe the seat belt and no smoking signs on the overhead panels. To fasten your seatbelt, push the metal tab into the end of the metal buckle, then pull on the belt end to tighten. Release the seatbelt by lighting the buckle tab. For your safety keep seatbelts fastened for the takeoff and landing portions of the flight. Also, set backs and tray tables must be in the upright and

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
	locked position during takeoff and landing. For your safety and comfort we require you to keep your seatbelt fastened for the entire flight.		
	Smoking is prohibited on this flight.		
	This aircraft is pressurized for your comfort. If the need for oxygen should arise, pull on the mask and pull over your nose and mouth and breathe normally. If you are traveling with small children, see to your needs first then assist the child. The crew will advise you when it is safe to discontinue use.		
	For takeoff and landing the Federal Regulations require the proper stowage of carry on baggage. Stow carry-on items under the seat in front of you or in the closet across from the main entrance door. The aisle must remain clear at all times.		
	Portable radios and electronic devices may interfere with communication and navigation equipment. Please refrain from using such devices during flight.		
	If anyone is having trouble with their seatbelt, please advise a crew member now. Thank you for your attention. Now we invite you to sit back, relax, and enjoy the flight.		
1638:28 HOT-2 loads checked panel lights are off cabin lights cabin sign inverters on avionics on mode controllers on auto CVR GPWS checked, pressurization....		
1638:36 HOT-B	[sound of tone]		
1638:41 HOT-7	glide slope, pull up, pull up.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1638:47 HOT-2	...fuel quantity flight and engine instruments checked, that checklist is complete.		
1638:48 HOT-1	brakes are set, airplane's yours.		
1638:52 HOT-2	umm, taxi checks.		
1638:53 HOT-1	brakes?		
1638:54 HOT-2	released checked.		
1638:55 HOT-1	area.		
1638:55 HOT-2	clear right and behind.		
1638:57 HOT-1	clear left.		
1638:58 HOT-1	passenger brief?		
1638:59 HOT-2	complete.		
1639:00 HOT-1	check list.		
1639:04 HOT-2	complete.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1639:10 RDO-1	Burlington area traffic, Lakes Air two fifty one is a Beech airliner taxiing out to runway three six for departure at Burlington.
1639:23 HOT-1	...nunciators?		
1639:25 HOT-2	considered.		
1639:26 HOT-1	engine instruments and loads.		
1639:30 HOT-2	* green and parallel.		
1639:33 HOT-1	flight instruments?		
1639:35 HOT-2	eleven four, thirteen six uh try to get the direct course of a hundred and eighty degrees off three six. three zero zero three for the meter.		
1639:47 HOT-1	and the flaps? oops, sorry auto-feather?		
1639:50 HOT-2	armed.		
1639:51 HOT-1	trim controls?		
1639:52 HOT-2	two zero zero set.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1639:54 HOT-1	flaps?		
1639:55 HOT-2	set checked takeoff.		
1639:56 HOT-1	flight controls.		
1639:58 HOT-2	free and correct.		
1640:00 HOT-1	and uh, performance is... seven and fourteen thirty three hundred pounds no other restrictions.		
1640:07 HOT-2	reviewed.		
1640:08 HOT-1	clearance?		
1640:11 HOT-2	we have to get.		
1640:12 HOT-1	and the takeoff departure briefing?		
1640:14 HOT-2	normal standard Great Lakes off three six. problems after V one, we'll try to keep it VFR and bring it back to Burlington if we can't we'll uh, ILS approach back to uh, three six.		
1640:37 HOT-1	ooh. risky.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1641:15 HOT-1	don't go missed.		
1641:33 HOT-2	they gotta be training.		
1641:37 HOT-2	they were up in Quincy yesterday training.... I thought he said that's BS. but he said that'd be us.		
1641:44 HOT-B	[sound of several chuckles]		
1641:48 HOT-2	risky.		
1641:50 HOT-1	oooh.		
		1641:53 RDO-1	good afternoon Chicago center, Lakes Air two fifty one on the ground at Burlington looking for clearance to Chic.. to uh, Quincy I'm sorry, and we're ready runway three six.
		1642:03 CTR-1	Lakes Air two fifty one roger, you're cleared from Burlington airport to Quincy airport via as filed. climb and maintain three thousand, squawk, six, five, zero six. contact Chicago center upon departure, this frequency, clearance void if not off by, two.. two.. five.. five.. time now two two four three and a half.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1642:30 RDO-1	Lakes Air two fifty one we're cleared to Quincy as filed, three thousand, six five zero six on the squawk. void time two two five five. we'll call off with you ah, runway three six in just about thirty seconds.
		1642:41 CTR-1	roger.
1642:43 HOT-1	do you smell smoke?		
1642:50 HOT-1	I have the clearance.		
1642:52 HOT-2	* maintain three thousand.		
1642:55 HOT-1	uh.		
1642:59 HOT-2	***.		
1643:05 HOT-1	before takeoff checklist.		
1643:07 HOT-2	that's complete.		
1643:13 HOT-2	kinda smoke ya smell?		
1643:18 HOT-1	I don't know. maybe the lights or something. I don't see anything. ya got all your circuit breakers in?		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1643:26 HOT-2	yeah.		
		1643:37 RDO-1	Burlington area traffic, Lakes Air two fifty one is a Beech airliner departing, runway three six. it'll be a departure from the area to the south. any other traffic in the Burlington area, please advise.
1643:54 HOT-2	line ups.		
1643:55 HOT-1	ice protection?		
1643:57 HOT-2	standard three boards.		
1644:01 HOT-1	and the external lights?		
1644:03 HOT-2	they're on.		
1644:05 HOT-1	anti-skid?		
1644:07 HOT-2	not installed.		
1644:09 HOT-1	check list, I'm sorry. environmental mode and bleeds environmental off and off , and your radar's on standby, TCAS is on, transponder's on alt, HSI/DG we're lookin' at about um, three fifty eight, that checks both sides. check list complete.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1644:24 CAM	[sound of increase in propeller RPM similar to engine take-off power being applied]		
1644:35 HOT-1	feathers lit.		
1644:38 HOT-2	that's affirm.		
1644:39 HOT-1	power's set.		
1644:44 HOT-1	eighty knots cross checks.		
1644:48 HOT-1	V one.		
1644:50 HOT-1	V two.		
1644:54 HOT-1	positive rate.		
1644:56 HOT-2	gear up.		
1645:01 HOT-1	gear's in transit, gear's up, lights are out.		
1645:05 HOT-1	four hundred.		
1645:06 HOT-2	flaps up. climb power climb check.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1645:18 CAM	[sound similar to decrease in propeller RPM]		
1645:23 HOT-1	gear is up, flaps are up, environmental mode and bleeds are on as required, your yaw damp's on,...		
1645:28 CAM	[sound similar to altitude alert signal]		
1645:29 HOT-1 climb power set, check complete, one to go.		
		1646:01 RDO-1	Burlington area traffic, Lakes Air, two fifty one is a Beech airliner just off runway, three six. we're in a left turn out, departing the area to the south at Burlington.
1646:25 HOT-1	wanna stay at four? we can stay below that high stuff. * sure, I s'pose six would probably do it too.... *** warm temperatures.		
1646:38 HOT-2	doesn't matter to me **.		
1646:44 CAM	[sound similar to altitude alert signal]		
1646:46 HOT-1	be nice if they didn't have to de-ice.		
		1647:05 RDO-1	Chicago center Lakes Air two fifty one level three thousand off Burlington.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME &
SOURCE**

CONTENT

**TIME &
SOURCE**

CONTENT

1648:18
HOT-1 oops. ident. you just love to sit over there and laugh at me.

1648:33
HOT-1 three one one zero. ** where they came up with that one?

1647:31
RDO-1 Chicago, Lakes Air two fifty one level three thousand.

1647:51
AWOS-1 ... zero at eight , visibility one two, ceiling one three thousand broken, two zero thousand overcast, temperature three, dew point minus three, altimeter three zero zero zero.

1648:08
RDO-1 Chicago center, good afternoon. Lakes Air two fifty one level three thousand.

1648:13
CTR-1 Lakes Air two fifty one, ident.

1648:20
CTR-1 Lakes Air two fifty one, squawk three one one zero.

1648:28
RDO-1 three one one zero for Lakes Air um, two fifty one roger.

1648:48
CTR-1 Lakes Air two fifty one radar contact one zero miles south of the Burlington airport. climb and maintain eight thousand.

1648:56
RDO-1 Lakes Air two fifty one, wondering if we could get six as a final today.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME &
SOURCE**

CONTENT

**TIME &
SOURCE**

CONTENT

1649:04
HOT-1 up to...

1648:59
CTR-1 sure Lakes Air two fifty one, amend the altitude climb maintain six thousand. that'll be the final.

1649:05
RDO-1 up to six thousand for Lakes Air two fifty one.

1649:11
AWOS-2 Quincy Muni Baldwin field, two one five zero Zulu, wind zero six zero at eight , visibility one two, ceiling one three thousand broken, two zero thousand overcast, temperature three..

1650:02
RDO-1 Burlington operations, fifty nine twenty five times.

1650:06
BRLOP this is Burlington, go ahead.

1650:07
RDO-1 we had two five, two seven, three seven, four zero. our Hobbs two three zero one point five. and see ya next time.

1650:19
BRLOP OK, see you later, thank you.

1650:30
RDO-1 Quincy operations, Lakes Air fifty nine twenty five, in range.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

**TIME &
SOURCE**

CONTENT

**TIME &
SOURCE**

CONTENT

1651:33
HOT-2 what's the winds down there?

1650:40
QCYOP this is Quincy, go ahead.

1650:43
RDO-1 we'll see you at seven past. the next crew will have fifteen hundred on board.

1650:50
CTR-1 Lakes Air two fifty one have a good evening. contact Kansas City center one three five point five two.

1650:51
QCYOP see you at seven past.

1650:57
RDO-1 one thirty five fifty two for Lakes Air uh, two fifty one. good night.

1651:02
CTR-1 good night.

1651:11
QCYOP-8 Kate, are you in another bad mood?

1651:14
RDO-1 Kansas City center , Lakes Air two fifty one with you climbing out of four thousand six hundred for six thousand. we've got the Quincy AWOS.

1651:22
CTR-2 Lakes Air two fifty one roger, thanks.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1651:36 HOT-1	um, they are, zero six zero at eight. twelve miles visibility, thirteen thousand broken, twenty thousand overcast, three degrees, negative three on the dew point. three zero zero zero, all balls baby.		
1651:52 HOT-2	that's the way you like it.		
1651:54 HOT-1	oh yeah I like it.		
1651:56 HOT-2	one three.		
1651:58 HOT-1	OK.		
1652:04 CAM	[sound similar to altitude alert signal]		
		1652:07 RDO-1	*** two fifty one is a Beech airliner, just about thirty miles to the north of the field will be inbound for landing runway one three at Quincy. any traffic in the area please advise.
1652:19 HOT-2	[sound of deep breath] OK, cruise if you want.		
1652:26 HOT-1	all right.... power is set.		
1652:30 HOT-1	engine instruments are checked... fuel quantity is checked. and the auto-feather is going to stay on for the * duration.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1653:45 RDO-?	[sound similar to someone keying microphone seven times]
1654:11 CAM	[sound similar to altitude alert signal]		
		1654:46 CTR-2	Lakes air two fifty one descend and maintain three thousand, that's pilot discretion.
		1654:50 RDO-1	Lakes Air two fifty one, pilots discretion down to three thousand.
		1654:54 CTR-2	*.
1654:56 HOT-1	look at that sunset man, that's gorgeous.		
		1655:19 1127D-6	Quincy traffic, King Air one one two seven Delta's taxiing out uh, takeoff on runway four, Quincy.
1655:22 HOT-1	Quincy twaffic.		
1655:26 HOT-2	sounds like a little kid.		
1655:29 HOT-1	Qwincy twaffic. [sound of chuckle]..... he's a little baby, Elmer Fudd girl.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1655:40 7646J	Quincy traffic, Cherokee seven six four six Juliet back-taxi uh, taxiing to runway four, Quincy.
1655:48 HOT-1	they're both using four.		
1656:13 HOT-2	in sight.		
1656:16 HOT-1	Okeydoky.		
		1656:21 RDO-1	Lakes Air two fifty one, Quincy in sight.
		1656:26 CTR-2	Lakes Air two fifty one cleared visual approach, Quincy.
		1656:29 RDO-1	cleared for the visual Quincy for Lakes Air two fifty one.
1656:42 HOT-1	landing on one three, right?		
1656:43 HOT-2	what's that?		
1656:44 HOT-1	you're planning on one three still, right?		
1656:46 HOT-2	yeah, unless it doesn't look good then we'll just do a down-wind for four but uh, right now plan one three.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1656:56 RDO-1	Quincy area traffic, Lakes Air two fifty one is a Beech airliner currently ten miles to the north of the field. we'll be inbound to enter on a left base for runway one three at Quincy any other traffic please advise.
1657:20 HOT-2	decent checklist.		
1657:21 HOT-1	ice protection?		
1657:22 HOT-2	standard three, boards any time.		
1657:27 HOT-1	and the uh.... pressurization?		
1657:33 HOT-2	that's set checked.		
1657:35 HOT-1	antiiii, altimeter, three zero zero zero zero.		
1657:38 HOT-2	set right.		
1657:40 HOT-1	passenger brief?		
1657:42 HOT-2	they're, taken care of.		
1657:45 HOT-1	and the landing and logo lights?		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1657:47 HOT-2	they're on.		
1657:49 HOT-1	fuel balance?		
1657:50 HOT-2	checked.		
1657:51 HOT-1	oops.... I'd better balance..... and the um, auto-feather?		
1657:58 HOT-2	armed.		
1657:59 HOT-1	anti-skid?		
1658:01 HOT-2	not installed.		
1658:03 HOT-1	and the checklist?		
1658:04 HOT-2	complete.		
1658:05 HOT-1	approach briefing?		
1658:08 HOT-2	complete.		
1658:11 HOT-1	and performance is gonna be one zero... uh one ten VYSE blue line.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1658:17 HOT-2	reviewed.		
1658:19 HOT-1	nav radios?		
1658:20 HOT-2	set right.		
1658:21 HOT-1	set left interior lights?		
1658:27 HOT-2	on.		
1658:28 HOT-1	and theee, * flaps?		
1658:32 HOT-2	holding up for right now.		
		1658:41 CTR-2	* two fifty one, cleared visual approach at Quincy. report leaving three thousand.
		1658:45 RDO-1	Lakes Air two fifty one we're already cleared for the visual at Quincy um , before you switched and uh, we're currently out of two thousand three hundred.
		1658:54 CTR-2	Lakes Air two fifty one roger. radar service is terminated, change to advisory frequency is approved. report the cancellation or down time on this frequency.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
		1659:02 RDO-1	over to advisory....
		1659:03 1127D	[this transmission heard on both pilot's radio channels] Quincy traffic, King Air one one two seven Delta holding short of runway four. be uh, takin' the runway for departure and heading uh, southeast, Quincy.
		1659:04 RDO-1 we'll uh, cancel on the ground with you and cleared for the visual for Lakes two fifty one, good night.
1659:14 HOT-1	does sound little doesn't she.		
1659:15 HOT-2	takeoff flaps.		
1659:19 HOT-1	she's takin' runway four right now?		
1659:22 HOT-2	yeah.		
		1659:29 RDO-1	Quincy area traffic, Lakes Air two fifty one is a Beech airliner currently uh, just about to turn, about a six mile final for runway uh, one three, more like a five mile final for runway one three at Quincy.
1659:42 HOT-2	gear down.		
1659:50 HOT-2	landing checks.		

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1659:52 HOT-1	landing gear?		
1659:52 HOT-2	down three green.		
1659:54 HOT-1	* is.		
1659:57 HOT-2	flaps approach.		
1659:59 HOT-1	full indicated.		
1700:12 CAM-3	five hundred.		
		1700:16 RDO-1	and Quincy traffic Lakes Air two fifty one's, on short final for runway one three um, the aircraft gonna hold in position on runway four or you guys gonna take off?
		1700:28 7646J	seven six four six Juliet uh, holding uh, for departure on runway four
1700:34 CAM-3	two hundred.	1700:35 7646J * on the uh, King Air.
		1700:37 RDO-1	OK, we'll, we'll get through your intersection in just a second sir * we appreciate that.

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME & SOURCE	CONTENT	TIME & SOURCE	CONTENT
1700:42 HOT-1	landing gear's down three green, flaps are at landing. your yaw damp is off. finals are complete.		
1700:48 HOT-1	we kinda		
1700:49 HOT-2	kinda what?		
1700:50 HOT-1	we kinda fudged, in there a little.		
1700:59 CAM	[sound similar to aircraft touching down on runway]		
1701:01 HOT-1	max reverse.		
1701:01 HOT-1	oh #.		
1701:03 HOT-2	what, ooooh #.		
1701:07 HOT-2	oh # me.		
1701:08	END of RECORDING		
	END of TRANSCRIPT		