

Tape of DC-8 crash: 'No, no, no' ... 'Sorry, Pete'

The following excerpt from evidence at the hearing into the crash of an Air Canada DC-8 is the transcript read to the hearing of a tape recording of the cockpit conversation. The times given are the times elapsed in minutes and seconds from the beginning of the tape. The earlier part of the tape was described as not significant. Doubtful words are in brackets.

20:13 Captain: IRW identified and the whiskey on No. 1.
 20:48 Unidentified, whistling.
 21:29 Unidentified, whistling.
 22:17 Toronto approach control, Air Canada 621, you are cleared to 3,000.
 22:20 Apparent power reduction.
 22:21 First Officer: 621, cleared to 3,000 leaving 6.
 22:23 Captain: In-range check.
 22:34 Unidentified (unintelligible)
 22:37 Unidentified (Yeh)
 22:41 First Officer: Flaps to go.
 22:42 Captain: Okay, 18 flap.
 22:51 Second Officer: We have been pumping for a while, we have 2800 pounds in the main tanks.
 22:59 Captain: Okay.
 23:06 Captain: 23.
 23:08 Click.
 23:09 First Officer: 164.
 23:29 First Officer: Nice day.
 23:32 Captain: Beautiful.
 23:40 First Officer: That's where old (unintelligible) lives, there, I guess. What do they call it, High Park?
 23:45 Captain: Okay.
 23:45 First Officer: Apartments, see them there?
 23:46 Captain: Okay, the white ones there.
 23:47 First Officer: Yeh.
 23:47 Captain: Oh, yeh.
 23:48 First Officer: It looks over the (unintelligible) it's quite a good view out over the lake there.
 23:56 Second Officer: The housing in Toronto is out of this world, expensive, yeh.
 24:01 First Officer: Yeh, expensive all right.
 24:08 First Officer: Yeh, a lot of people must have made a lot of money.
 24:12 Captain: Yeh, I'll say.
 24:26 Captain: Four for three.
 24:27 First Officer: Four for three.
 24:32 Click, click, click, click.
 24:35 Apparent power increase.
 24:46 Toronto approach control: Air Canada 621 is cleared for the vector OLS back course 32 and turn right to 230 final and 3 miles.
 24:55 First Officer: Roger,

cleared back course ILS 32, turning right ...
 25:00 Toronto approach control, to 230.
 25:02 First Officer: Roger, 230.
 25:05 Toronto approach control, you are currently 3½ east of the marker.
 25:10 First Officer: 621.
 25:18 Captain: Before landing.
 25:21 Clunk, increase in background noise.
 25:24 First Officer: 2975.
 25:35 Toronto approach control, 621 right turn now to heading 280, you are 3 to the marker.
 25:40 First Officer: Air Canada 280 621
 25:41 First Officer: Check 3 green 4 pressures, spoilers on the flare.
 MR. McKINNON: And I should interject here, in the next short sequence, Mr. Commissioner, there will be no misunderstanding as to what has been said and due to be misunderstood. Mr. Clarke will be giving evidence on this, as will The Chairman of The Human Factors Group, but Captain Hamilton and First Officer Rowland had different views as to the arming of the spoilers and, as will appear from the evidence, and they had worked out an arrangement between them. First Officer Rowland wanted them armed at 2,000 feet, Captain Hamilton for what he called, for safety reasons, did not want the spoilers armed but wanted them deployed from the ground so that when First Officer Rowland was flying the aircraft they were armed on the flare, as I remember.
 They worked out this between them. When Captain Hamilton was flying the aircraft they were deployed on the ground.
 THE COMMISSIONER: What is meant by on the flare as opposed to on the ground?
 MR. McKINNON: Well, as they are coming in to land, as I say, this will be gone into detail—in great detail as to their attitude to the spoiler system, but I just wanted to explain that so there will be no misunderstanding and that the Captain wasn't suggesting, as might appear, that the spoilers were to be deployed on the flare, at least that is our conclusion from our knowledge of the background.
 MR. McKINNON CONTINUES READING TRANSCRIPT:
 25:41 First Officer: Check 3 green, 4 pressures, spoilers on the flare.
 25:45 Captain: Okay. Brakes 3 green, 4 pressures, spoilers (on the flare).
 25:52 First Officer: no (or "or") on the ground.
 25:53 Captain: All right, give them to me on the flare.
 Captain: I have given up.
 First Officer: (laugh-

ing) Captain, I am tired of fighting.
 First Officer: Laughing.
 26:04 Second Officer: Dual (panel) set.
 26:06 Captain: Thank you.
 26:07 Captain: 35 flap.
 26:08 First Officer: 35.
 26:09 First Officer: 142.
 26:11 Toronto approach control, Air Canada 621, right around to 310 to intercept the back course, tower now 1187, good day.
 26:16 First Officer (maintain) 310 Roger, good day.
 26:31 First Officer: Toronto Tower, Air Canada 621 approaching the whiskey.
 26:34 Toronto Tower, 621 No. 1 will depart 27:27.
 26:38 First Officer: Roger.
 27:02 Apparent power increase.
 27:17 First Officer: Yeh, it's pretty late.
 27:18 Captain: Yeh.
 27:19 First Officer: Surprise (unintelligible).

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27:27 Captain: Landing flap.
 27:30 First Officer: 129.
 27:31 Captain: 134 5.
 27:36 Apparent power decrease.
 27:40 First Officer: 621 is by the whiskey.
 27:43 Toronto Tower: 621 Roger check (your) gear down.
 27:45 First Officer: Gear down.
 27:46 Second Officer: Spoilers to go and the board's clear.
 27:49 Captain: Okay, thanks.
 27:51 Apparent power increase.
 28:15 Whistling.
 28:24 Captain: Ho, ho, ho.
 28:28 Captain: Well, that's right on the vassy, we are a little below the glide sole see.
 28:32 First Officer: Yeh, yeh, you're right.
 28:37 Captain: It's going to be rougher than a gut, look at that stuff laying there on the runway.
 28:42 Apparent power decrease.
 28:48 First Officer: Get

that thing off the ground. There you are, he is leaving a smoke screen for you just to make it a little more challenging.
 28:56 Toronto Tower: (unintelligible) 621 Toronto clear to land (on) runway 32.
 28:59 First Officer: 621.
 29:00 Captain: My IFR approach here unknown, hey, hey, hey.
 29:14 First Officer: Here we have a green, the flares appear to be a little bit high. Yeh, you are low on the glide path.
 29:21 Captain: Yeh, but this thing takes you way down the runway, terrible, it's a noise abatement glide path.
 29:29 First Officer: Yeh.
 29:32 First Officer: Takes the whole airfield that way (unintelligible).
 29:33 Captain: Yeh.
 29:37 Captain: Okay.
 29:38 Apparent power reduction.
 29:38.5 Captain: No, no, no.
 29:39 First Officer: Sorry, Pete.
 29:40 Apparent power increase.
 29:41 Noise of impact.
 29:43 First Officer: Sorry, Pete.
 29:44 Captain: Okay.
 29:48 Captain: We have lost our power.
 29:52 Unknown (exclamation).
 29:56 Toronto Tower: Air Canada 621 (on the) takes you on the overshoot and you can contact departure on 199 or do you wish to come in for an immediate 05 right.
 30:02 Captain: Okay, we will go around, I think we are all right.
 30:05 First Officer: Oh, roger, we will go all the way (around) thanks. Tower: Okay contact departure.
 30:11 First Officer: Roger, 1199.
 30:14 Captain: Get the gear up please, Don.
 30:16 Sound of horn.
 30:17 First Officer: What about the flap?
 30:18 Captain: Flap 25.
 30:20 First Officer: Sorry, what was (unintelligible).
 30:27 First Officer: (Unintelligible).
 30:32 Second Officer: No. 4 generator's gone.
 30:34 Captain: Okay, get the cross feed off first (go) good (unintelligible).
 30:46 Captain: Will you give the approach a call?
 30:40 to 30:47 Sound of middle marker signal.
 30:50 First Officer: Toronto approach control, Air Canada 621 is overshooting on a 32. (End of readable transmissions on Captain's headset due to

intermittent signal.)
 31:01 Toronto departure control: Air Canada 621 confirm on the overshoot.
 31:03 First Officer: Affirmative.
 31:04 Toronto departure control: Okay, see your intentions please?
 31:08 First Officer: Roger, we would like to circle back for another attempt on 32.
 31 Well, Toronto departure control K says the runway is closed, debris on the runway, your vector will be for a back course 23 left, it's probably about the best. The surface wind is northwest at 10 to 15, turn right heading 070; 3,000 feet.
 31:25 First Officer: Right 070, roger, 3,000.
 31:27 Toronto departure control: Roger 621.
 31:28 Captain: We have lost No. 4 engine. First Officer: Have we?
 Captain: (unintelligible).
 31:36 Unidentified (unintelligible).
 31:40 Second Officer: Fuel.
 31:42 Second Officer: Fuel. Captain: Eh?
 Second Officer: Fuel. Captain: Is it?
 First Officer: Yeh. Captain: Okay, cut No. 4.
 First or Second Officer: No. 4 engine?
 Captain: Yeh.
 First or Second Officer: No. 3 engine?
 Captain: No. 4.
 31:53 First Officer: No. 4, right.
 32:02 Captain: No. 3 is jammed too.
 32:04 First Officer: Is it?
 32:08 Captain: There it is.
 32:10 Captain: The whole thing is jammed.
 32:12 Cracking noise.
 32:13 First Officer: What was that?
 32:16 First Officer: What happened there, Pete?
 32:17 Captain: That's No. 4, that's No. 4 (unintelligible) something has happened (unintelligible).
 32:18 First Officer: Oh, look, we've got a (unintelligible).
 Captain: (unintelligible).
 32:19 Loud sound of explosion.
 32:23 First Officer: Pete, sorry.
 32:24 Sound of explosion louder than the first.
 32:26 Captain: All right.
 32:26 Toronto departure control: 621, the status of your aircraft, please?
 32:27 Sound of metal tearing.
 32:28 Captain: We've got an explosion.
 32:30 First Officer: Oh, look, we got (flame).
 32:32 First Officer: Oh, gosh.
 32:35 Unknown: We've lost a wing.
 32:39 End of tape.
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