

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: 50 miles SE of PHL State: PA
 ZIP: _____ Country: USA
 Latitude: _____ (dd:mm:ss N/S) Longitude: _____ (ddd:mm:ss E/W)

Date/Time

Date: 6/7/12 Local Time: 1600
 mm/dd/yyyy Time Zone: UTC

Phase of Operation

☐ Standing ☐ Takeoff (incl. initial climb) ☐ Cruise ☐ Hover
☐ Taxi ☐ Climb ☐ Maneuvering ☐ Other
☒ Descent ☐ Landing ☐ Approach ☐ Unknown

Collision with Other Aircraft

☐ Midair
☐ On-ground
☒ None

Altitude of In-Flight Occurrence

11,000 ft MSL

AIRCRAFT INFORMATION

Manufacturer: Boeing

Model: 757-2B7

Serial Number: 27244

Registration Number: N936UW

Amateur-built: ☐ Yes ☒ No

Max Gross Weight: 255,500 lbs

Weight at Time of Accident/Incident: 213,811 lbs

Location of Center of Gravity at Time of Accident/Incident:

_____ inches from ☐ nose or ☐ datum
 -or- 29.3 Percent Mean Aerodynamic Cord (% MAC)

Category of Aircraft

☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyrocraft
☐ Helicopter
☐ Powered lift
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate (Check all that apply)

Standard

☐ Normal
☐ Utility
☐ Acrobatic
☒ Transport

Special

☐ Restricted
☐ Limited
☐ Provisional
☐ Experimental
☐ Special Flight
☐ Light Sport

Number of Seats: 187

If Large Aircraft, how many seats for:

Flight Crew: 4

Cabin Crew: 7

Passengers: 176

Landing Gear ☒ Retractable

Check any additional landing gear configuration that applies:

☒ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Unknown

Type of Maintenance Program

☐ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☒ Continuous Airworthiness
☐ Other, specify: _____

Last Inspection Type

☐ 100 Hour ☒ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☐ Annual ☐ Unknown

Date Last Inspection: 06/06/2012

mm/dd/yyyy

Airframe Total Time: 59,240 hrs

hours measured at (check one)

☐ Last Inspection ☒ Time of Accident/Incident

IFR Equipped

☒ Yes ☐ No ☐ Unknown

Stall Warning System Installed

☒ Yes ☐ No ☐ Unknown

Type of Fire Extinguishing System

☐ None
☒ Specify Halon

ELT Installed

☒ Yes ☐ No

ELT Activated

☐ Yes ☒ No

ELT Manufacturer: _____

Model/Series: _____

Serial Number: _____

Battery Type: _____

Battery Exp. Date: _____

ELT Aided in Locating Accident/Incident

☐ Yes ☒ No

Engine Type

☐ Reciprocating ☐ Turbo Jet
☐ Turbo Shaft ☒ Turbo Fan
☐ Turbo Prop ☐ Unknown

Reciprocating Fuel System Type

☐ Carburetor
☐ Fuel Injected

Propeller

☐ Fixed Pitch
☐ Controllable Pitch

Manufacturer: _____

Model: _____

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Engine Rated Power Measured as (check one) ☐ Horsepower or ☒ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	Rolls Royce	RB211535E437-12B	30577		40,100	85,217		20,399
Eng. 2	Rolls Royce	RB211535E437-12B	31748		40,100	24,818		24,818
Eng. 3								
Eng. 4								

OWNER/OPERATOR INFORMATION			
Registered Aircraft Owner Name: <u>WELLS FARGO BANK NORTHWEST NA TRUSTEE</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		Owner Address City: <u>Salt Lake City</u> State: <u>UT</u> ZIP: <u>84116</u> Country: <u>USA</u>	
Operator of Aircraft ☐ Same As Registered Owner Name: <u>US AIRWAYS, INC.</u> Doing Business As: <u>US Airways</u> Air Carrier/Operator Designator (4 Character Code): <u>USAA</u>		Operator Address ☐ Same As Registered Owner City: <u>Tempe</u> State: <u>AZ</u> ZIP: <u>85281</u> Country: <u>USA</u>	
Regulation Flight Conducted Under ☐ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☒ FAR 121 ☐ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No	
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☐ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☒ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi Domestic or International ☐ Domestic ☒ International	Type of Commercial Operating Certificate Held (Select all that apply) ☐ None ☒ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☐ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft	
OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for <i>other</i> aircraft)			
Aircraft Registration Number _____	Manufacturer: _____ Model: _____		Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None
Registered Owner of Other Aircraft First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____			
Pilot of Other Aircraft First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____			
MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)			
Was there Mechanical Malfunction/Failure? ☐ Yes ☒ No ☐ Unknown <i>(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)</i> 			Total Time/Cycles On Part _____ Hours _____ Cycles Time Since This Part Inspected/Overhauled _____ Hours
DAMAGE TO AIRCRAFT AND OTHER PROPERTY			
Aircraft Damage ☒ None ☐ Substantial ☐ Minor ☐ Destroyed	Aircraft Fire ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)**AIRPORT INFORMATION** (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)

Airport Identifier: _____

Distance From Airport Center: _____ SM

Airport Name: _____

Direction From Airport: _____ degrees MAG

Proximity to Airport ☐ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip

Airport Elevation: _____ ft. MSL

Approach Segment (Select one)☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)**IFR Approach** (Check all that apply)

☐ None	☐ PAR	☐ MLS	☐ Practice
☐ ADF/NDB	☐ Sidestep	☐ LDA	☐ GPS
☐ SDF	☐ ILS	☐ ASR	☐ Loran
☐ VOR/TVOR	☐ Localizer Only	☐ Visual	☐ Unknown
☐ VOR/DME	☐ LOC-back course	☐ Contact	
☐ TACAN	☐ RNAV	☐ Circling	

VFR Approach (Check all that apply)

☐ None	☐ Stop and Go
☐ Traffic Pattern	☐ Touch and Go
☐ Straight-In	☐ Simulated Forced Landing
☐ Valley/Terrain Following	☐ Forced Landing
☐ Go Around	☐ Precautionary Landing
☐ Full Stop	☐ Unknown

Runway Information

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft

Runway/Landing Surface (Check all that apply)

☐ Asphalt	☐ Grass/Turf	☐ Macadam	☐ Water
☐ Concrete	☐ Gravel	☐ Metal/Wood	☐ Unknown
☐ Dirt	☐ Ice	☐ Snow	

Condition of Runway/Landing Surface (Check all that apply)

☐ Dry	☐ Snow-Compacted	☐ Water-Calm
☐ Holes	☐ Snow-Crusted	☐ Water-Choppy
☐ Ice Covered	☐ Snow-Dry	☐ Water-Glassy
☐ Rough	☐ Snow-Wet	☐ Wet
☐ Rubber Deposits	☐ Soft	☐ Unknown
☐ Slush Covered	☐ Vegetation	

FLIGHT ITINERARY INFORMATION**Last Departure Point**Airport ID: SJU
City: San Juan
State: _____
Country: Puerto Rico**Time of Departure**Time: 1247
Time Zone: UTC**Destination**Airport ID: PHL
City: Philadelphia
State: PA
Country: USA**Type Flight Plan Filed**

☐ None	☐ VFR/IFR
☐ Company VFR	☒ IFR
☐ Military VFR	☐ Unknown
☐ VFR	
Activated? ☒ Yes ☐ No	

Type of ATC Clearance/Service (Check all that apply)

☐ None	☐ Special VFR	☐ Special IFR	☐ VFR Flight Following	☐ Cruise
☐ VFR	☒ IFR	☐ VFR On Top	☐ Traffic Advisory	☐ Unknown / NA

Airspace where the accident/incident occurred (Check all that apply)

☐ Class A	☒ Class E	☐ Prohibited Area	☐ Jet Training Area	☐ Special
☐ Class B	☐ Class G	☐ Restricted Area	☐ TRSA	☐ Air Traffic Control Area
☐ Class C	☐ Demo Area	☐ Military Operations Area (MOA)	☐ FAR 93	☐ Unknown
☐ Class D	☐ Warning Area	☐ Airport Advisory Area		

Aircraft Load Description (Check all that apply)

☐ None	☐ Towing Glider	☐ Parachutists	☐ Livestock
☒ Passengers	☐ Towing Banner	☐ Water	☐ Unknown
☐ Cargo	☐ Other External	☐ Chemical/Fertilizer/Seeds	

FUEL & SERVICES INFORMATION**Fuel on Board at Last Takeoff**

(convert from pounds, as necessary)

_____ 5,657 Gallons**Fuel Type**

☐ 80/87	☐ 115/145	☐ JP3	☐ Other, specify _____
☐ 100 Low Lead	☒ Jet A	☐ JP4	
☐ 100/130	☐ Automotive	☐ JP5	

Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☐ Yes ☒ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Weather Observation Facility**

Facility ID: _____

Observation Time: _____

Time Zone: _____

Distance from Accident Site: _____ NM

Direction from Accident Site: _____ degrees MAG

Source of Weather Information

(Check all that apply)

- | | |
|---|---|
| ☐ National Weather Service | ☒ Company |
| ☐ Flight Service Station | ☐ Military |
| ☐ TV/Radio | ☐ Internet |
| ☐ Automated Report | ☐ Unknown |
| ☐ Commercial Weather Service (DUATS) | |

Method of Briefing

(Check all that apply)

- | |
|--|
| ☐ In Person |
| ☐ Teletype |
| ☒ Telephone/Computer |
| ☐ Aircraft Radio |
| ☐ TV/Radio |
| ☐ Unknown |

Briefing Type/Completeness

- | | |
|---|--|
| ☒ Full | ☐ Abbreviated |
| ☐ Partial / Limited By Pilot | ☐ Unknown |
| ☐ Partial / Limited By Briefer | ☐ Not Pertinent |

Light Condition

- | | | |
|---|--------------------------------|---------------------------------------|
| ☐ Dawn | ☐ Dusk | ☐ Dark Night |
| ☒ Day | ☐ Night | ☐ Bright Night |
| ☐ Not Reported | | |

Visibility

_____ miles

Sky/Lowest Cloud Condition

- | | |
|---|--|
| ☐ Clear | ☐ Thin Broken |
| ☐ Few | ☐ Thin Overcast |
| ☐ Partial Obscuration | ☐ Unknown |
| ☒ Scattered | |

Ceiling

- | | |
|--|-------------------------------------|
| ☒ None (clear) | ☐ Obscured |
| ☐ Broken | ☐ Indefinite |
| ☐ Overcast | ☐ Unknown |

Restriction to Visibility (Check all that apply)

- | | |
|--|-------------------------------------|
| ☒ None | ☐ Fog |
| ☐ Blowing Dust | ☐ Ground Fog |
| ☐ Blowing Sand | ☐ Haze |
| ☐ Blowing Snow | ☐ Ice Fog |
| ☐ Blowing Spray | ☐ Smoke |
| ☐ Dust | ☐ Unknown |

Lowest Cloud Condition Height

9,000 ft AGL

Ceiling Height

13,000 ft AGL

Wind Direction☐ Indicated:
_____ degrees MAG☐ Variable**Wind Speed**

Velocity: 15 KTS

-or-

- | |
|---|
| ☐ Calm |
| ☐ Light and Variable |

Wind Gusts

Velocity: _____ KTS

- | |
|---|
| ☐ Gusting |
| ☒ Not Gusting |

Type of Turbulence (Check all that apply)

- | | |
|------------------------------------|---|
| ☐ None | ☒ In Clouds |
| ☐ Clear Air | ☐ Vicinity of Thunderstorm |

Severity of Turbulence

- | | | |
|----------------------------------|--|--------------------------------|
| ☐ Extreme | ☒ Moderate | ☐ Light |
| ☐ Severe | ☐ Moderate Chop | |

NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident

Temperature: _____ (C)
or _____ (F)Altimeter Setting: _____ in. HG
or _____ MB

Density Altitude: _____ ft

Dew Point: _____ (C)
or _____ (F)**Icing Forecast**

Amount

- | | |
|--|-----------------------------------|
| ☒ None | ☐ Moderate |
| ☐ Trace | ☐ Severe |
| ☐ Light | |

Type

- | |
|--------------------------------|
| ☐ Rime |
| ☐ Clear |
| ☐ Mixed |

Icing Actual

Amount

- | | |
|--|-----------------------------------|
| ☒ None | ☐ Moderate |
| ☐ Trace | ☐ Severe |
| ☐ Light | |

Type

- | |
|--------------------------------|
| ☐ Rime |
| ☐ Clear |
| ☐ Mixed |

Type of Precipitation (Check all that apply)

- | | |
|--|---|
| ☒ None | ☐ Drizzle |
| ☐ Rain | ☐ Ice Pellets |
| ☐ Snow | ☐ Snow Pellets |
| ☐ Hail | ☐ Snow Grains |
| ☐ Rain Showers | ☐ Ice Crystals |
| ☐ Freezing Rain | ☐ Ice Pellets Shower |
| ☐ Snow Shower | ☐ Freezing Drizzle |

Intensity of Precipitation

- | | | |
|--------------------------------|-----------------------------------|--------------------------------|
| ☐ Light | ☐ Moderate | ☐ Heavy |
|--------------------------------|-----------------------------------|--------------------------------|

PILOT "A" INFORMATION

Pilot "A" Responsibilities at the Time of Accident/Incident

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

Pilot "A" Identification

First Name: Patrick City: [REDACTED]
 Middle Initial: D State: [REDACTED] ZIP: [REDACTED]
 Last Name: Curtiss Country: USA

Age at time of Accident/Incident: 62 Date of Birth: [REDACTED] Certificate Number: [REDACTED]
 mm/dd/yyyy

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Seat Belt

Used ☒ Yes ☐ No
 Available ☒ Yes ☐ No

Shoulder Harness

Used ☒ Yes ☐ No
 Available ☒ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☐ Commercial ☒ Flight Engineer ☐ Foreign
☐ Private ☐ Flight Instructor ☐ Sport ☒ Airline Transport ☐ U.S. Military

Principal Occupation

☒ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☒ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers
☒ With limitations/waivers
☐ Unknown

Date of Last Medical

05/10/2012
 mm/dd/yyyy

Medical Certificate Limitations

Special Issuance

Medical Certificate Waivers

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

3/14/2012
 mm/dd/yyyy

Flight Review Aircraft

Make: Boeing
 Model: 757

Airplane Rating(s)

(Check all that apply)
☐ None
☐ Single-Engine Land
☐ Single-Engine Sea
☒ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)
☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)
☐ None
☒ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)
☒ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

B737, B75/767, A330, A320, CE500

Student Endorsements (Include dates)

Flight Time (enter appropriate number of hours in each box)

	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	22,973	886								
Pilot in Command (PIC)	5,864	275								
Time as Instructor										
This Make/Model										
Last 90 Days	195	195								
Last 30 Days	85	85								
Last 24 Hours	6	6								

PILOT "B" INFORMATION

Pilot "B" Responsibilities at the Time of Accident/Incident

☐ Pilot
 ☒ Co-Pilot
 ☐ Student Pilot
 ☐ Flight Instructor
 ☐ Check Pilot
 ☐ Flight Engineer
 ☐ Other Flight Crew

Pilot "B" Identification

First Name: Joseph City: [REDACTED]
 Middle Initial: P State: [REDACTED] ZIP: [REDACTED]
 Last Name: Schewe Country: USA
 Age at time of Accident/Incident: 57 Date of Birth: [REDACTED] Certificate Number: [REDACTED]
mm/dd/yyyy

Degree of Injury

☒ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

Seat Occupied

☐ Left
 ☒ Front
 ☐ Unknown
☒ Right
 ☐ Rear
☐ Center
 ☐ Single

Seat Belt

Used ☒ Yes ☐ No
 Available ☒ Yes ☐ No

Shoulder Harness

Used ☒ Yes ☐ No
 Available ☒ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None
 ☐ Student
 ☐ Recreational
 ☐ Commercial
 ☒ Flight Engineer
 ☐ Foreign
☐ Private
 ☐ Flight Instructor
 ☐ Sport
 ☒ Airline Transport
 ☐ U.S. Military

Principal Occupation

☒ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None
 ☐ Class 3
☒ Class 1
 ☐ Driver's License (Sport Pilot only)
☐ Class 2
 ☐ Unknown

Medical Certificate Validity

☒ Without limitations/waivers
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

1/9/2012
mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Waivers

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

10/16/2011
mm/dd/yyyy

Flight Review Aircraft

Make: Boeing
 Model: 757

Airplane Rating(s)

(Check all that apply)
☐ None
☐ Single-Engine Land
☐ Single-Engine Sea
☒ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)
☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)
☐ None
☒ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)
☒ None
 ☐ Instrument Airplane
☐ Airplane Single-Engine
 ☐ Instrument Helicopter
☐ Airplane Multi-Engine
 ☐ Helicopter
☐ Gyroplane
 ☐ Glider
☐ Powered Lift
 ☐ Sport

Type Ratings

ATR, A-320, B-737, B-757, B-767, FK-100, L-300

Student Endorsements (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	19,770	5,870								
Pilot in Command (PIC)	5,643	0								
Time as Instructor										
This Make/Model										
Last 90 Days	245	245								
Last 30 Days	92	92								
Last 24 Hours	6	6								

ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)															
Pilot Name and Address						Degree of Injury									
First Name: _____			City: _____			☐ None		☐ Fatal							
Middle Initial: _____			State: _____ ZIP: _____			☐ Minor		☐ Unknown							
Last Name: _____			Country: _____			☐ Serious									
Pilot Certificate(s) (Check all that apply)						Seat Occupied									
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer							
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military							
								☐ Foreign							
Type Rating/Endorsement for Accident/Incident Aircraft?				☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs									
Pilot Name and Address						Degree of Injury									
First Name: _____			City: _____			☐ None		☐ Fatal							
Middle Initial: _____			State: _____ ZIP: _____			☐ Minor		☐ Unknown							
Last Name: _____			Country: _____			☐ Serious									
Pilot Certificate(s) (Check all that apply)						Seat Occupied									
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer							
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military							
								☐ Foreign							
Type Rating/Endorsement for Accident/Incident Aircraft?				☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs									
Pilot Name and Address						Degree of Injury									
First Name: _____			City: _____			☐ None		☐ Fatal							
Middle Initial: _____			State: _____ ZIP: _____			☐ Minor		☐ Unknown							
Last Name: _____			Country: _____			☐ Serious									
Pilot Certificate(s) (Check all that apply)						Seat Occupied									
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer							
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military							
								☐ Foreign							
Type Rating/Endorsement for Accident/Incident Aircraft?				☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs									
PASSENGER(S) / OTHER PERSONNEL (Include flight attendants; continue on separate sheet if necessary)															
Name and Address					Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
First Name: <u>MARGUERITE</u>					<u>A</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
Middle Initial: _____															
Last Name: <u>RUSSEK</u>															
City: _____					<u>B</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
State: _____ ZIP: _____															
Country: <u>USA</u>															
First Name: <u>CATHERINE</u>					<u>C</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
Middle Initial: _____															
Last Name: <u>LASLO</u>															
City: _____					<u>D</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
State: _____ ZIP: _____															
Country: <u>USA</u>															
First Name: <u>PATRICK</u>					<u>E</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
Middle Initial: _____															
Last Name: <u>WILLIAMS</u>															
City: _____					<u>F</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
State: _____ ZIP: _____															
Country: <u>USA</u>															
First Name: <u>SUSAN</u>					<u>G</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
Middle Initial: _____															
Last Name: <u>LAMPERT</u>															
City: _____					<u>H</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
State: _____ ZIP: _____															
Country: <u>USA</u>															
First Name: <u>LUCIA</u>					<u>I</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
Middle Initial: _____															
Last Name: <u>BORNACK</u>															
City: _____					<u>J</u>	☒	☐	☐	☐	☐	☐	☐	☐	☒	☐
State: _____ ZIP: _____															
Country: <u>USA</u>															
First Name: <u>DOMINGO</u>					<u>K</u>	☒	☒	☐	☐	☐	☐	☐	☐	☒	☐
Middle Initial: _____															
Last Name: <u>PLASENCIA</u>															
City: _____					<u>L</u>	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
State: _____ ZIP: _____															
Country: <u>Puerto Rico</u>															
First Name: _____					<u>M</u>	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____															
Last Name: _____															
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State: _____ ZIP: _____															
Country: _____															

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

On June 7, 2012 at approximately 1600Z, Flight 1078 operating aircraft N936UW, a Boeing 757-200, from San Juan, PR (SJU) to Philadelphia, PA (PHL) encountered turbulence descending through 10,000ft. MSL. There were 178 passengers onboard, including 2 jumpseat occupants. During the encounter, a flight attendant in the aft galley suffered a serious injury and the flight attendant jumpseat occupant suffered a minor injury. The other four flight attendants and two pilots were not injured.

Flight 1078 departed SJU at approximately 1247 UTC enroute to PHL for a 1618 UTC scheduled arrival time. The weather briefing included in the company flight release indicated no turbulence forecast for the route of flight. The departure, cruise, and initial descent portions of the flight were uneventful. The Captain turned on the "Fasten Seatbelt" sign passing through FL180. About 50 miles outside of PHL, the flight crew identified a small band of cumulus clouds between 13,000ft. and 9,000ft. The Captain made a public address system announcement to the passengers reminding them to have their seatbelts fastened and alerted them to the possibility of some minor turbulence as they passed through the clouds. Prior to reaching 10,000ft, the flight encountered moderate turbulence for approximately 3-5 seconds. There were no pilot reports or advisories from Air Traffic Control about turbulence in the area.

In the cabin, the D flight attendant was in the aft galley performing final landing preparations when the turbulence encounter occurred. The flight attendant was lifted into the air and fell onto the ground near the last row of passenger seats. She remained on the ground for the remainder of the flight until the paramedics removed her at the gate. Further examination at the hospital revealed fractures in her tibia and fibula.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

ADDITIONAL INFORMATION *(Please type or print in ink)*

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report6/20/2012*mm/dd/yyyy***Signature and Name of Pilot/Operator**

Signature: _____

Type or Print Name: _____

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: Tom LulkovichTitle: Director of Flight Safety & Regulatory Compliance**FOR NTSB USE ONLY****NTSB Accident/Incident No.****Reviewed by NTSB Regional Office****Name of Investigator****Date Report Received**

19 June 2012

To Whom It May Concern:

I understand that the following statements will be shared with the FAA/NTSB

I was the Captain and pilot monitoring on Flight 1078 from SJU to PHL on 7 June 2012. The review of our dispatch paperwork, flight plan and weather briefing revealed nothing extraordinary for our flight. The climb out, cruise and most of the descent were uneventful. The flight attendants were alerted on one or two instances of possible upcoming patches of light turbulence during the flight.

During the descent into Philadelphia I (pilot monitoring) said goodbye to passengers and illuminated the seat belt sign around 18000 feet. Around 45 miles southeast of PHL we noticed a narrow band of cumulus clouds at approximately 13000 feet extending down to approximately 9000 feet. We thought we might get a light bump or two as we descended through the clouds. I made an additional PA announcement to remind the passengers that they should make sure they were seated with their seat belts fastened because we may encounter a bump or two in the next minute or two. At approximately 12000 feet as we entered the clouds we received a very brief but abrupt encounter with moderate turbulence for about 3 seconds.

Shortly after the encounter I received a call on the interphone advising me that a flight attendant was injured and that she was lying on the floor of the aircraft. I acknowledged that and advised that I would have medical personnel meet the aircraft. Washington Center handed me off to Philadelphia Approach Control. Before I switched I advised Center that the clouds we had just transited had moderate turbulence.

I checked in with Philadelphia Approach Control and advised them that we would like medical personnel to meet the aircraft because a crew member was injured due to turbulence. We received vectors directly to the final for runway 27 right. After an uneventful landing and arriving at the gate I saw medical personnel standing by. After completing the shutdown checklist I proceeded to the cabin to assess the reported injuries. I then proceeded to the hospital to further offer my assistance to the crew.

Patrick D. Curtis

A large black rectangular redaction box covering the signature area of the document.

June 14, 2012

To Whom it May Concern:

I was the First Officer, pilot flying, on US Airways flight 1078, San Juan, Puerto Rico to Philadelphia, Pennsylvania on June 7, 2012. I understand the following statements will be shared with the FAA/NTSB.

The weather we had for Philadelphia when we left San Juan was VFR, scattered clouds, good visibility and light winds which is exactly the weather we encountered as we approached Philadelphia Airport. Approximately 100 miles out, Captain made arrival announcement. We noticed a cloud bank ahead, with tops around 14,000 feet and bottoms at approximately 9,000 feet. The seat belt sign was on and the autopilot was engaged. We had no reports of any turbulence either forecast or reported. Cleared direct Jims intersection (an intersection on the arrival) and descend to 9,000 feet. At approximately 60 miles out, Captain made another announcement reminding passengers to insure their seatbelts were securely fastened. We began leveling as we approached 10,000 feet to begin slowing to 250 knots. At around 40 miles out, penetrated clouds at approximately 11,000 feet, then felt one small bump then a tremendous jolt and aircraft hit a significant downdraft. No significant pitch or airspeed change but aircraft descended probably 100 feet or so. Exited clouds shortly thereafter with no further turbulence. Captain received calls from the cabin crew that some of the flight attendants were injured. Captain requested medical assistance meet the aircraft at the gate. Proceeded to PHL and landed without further incident. Paramedics met the aircraft at the gate.

Respectfully,


Joseph P. Schewe

Emp. No. 



June 11, 2012

To whom this may concern:

I was the A F/A working flt 1078/07Jun12 SJU-PHL. When we began our initial descent into PHL, Captain Curtis turned on the seatbelt sign, made his descent announcement and included that we might encounter some bumpy air on the way down and that all passengers should remain seated with their seatbelts fastened for the duration of the flight. At that time I checked that the F/C pax were seated with seatbelts fastened, secured the galley and went into the F/C Lav to dispose of the coffee in preparation for landing. While there I decided to use the facility.

As I was about to stand up I heard 2 bells and the LODO, Lucia Bornack, begin the descent announcement. During the announcement we encountered turbulence at an unexpected time and intensity. I was lifted at least a foot off the commode and landed back on it hard as I was on the way down as it was on the way up. I restored my clothing and went immediately to check on the passengers all of whom were ok. I finished the interrupted descent announcement in English and Lucia translated it into Spanish.

The C flight attendant (Patrick Williams) informed me that D F/A Lampert was injured, on the floor in the aisle by the last row of seats in coach and unable to get up. I immediately called the captain to have medical assistance meet the flight. B F/A, Catherine Laszlo and F F/A Lucia Bornack tended to F/A Lampert; F/A Williams did the final cabin check and took F/A Lampert's J/S.

For landing crew members were rearranged to cover all the jumpseats as F/A Lampert was unable to move. The C F/A, Patrick Williams occupied the D position's jumpseat at the 2L door, a uniformed non-revving F/A occupied the C J/S at the 3R door and the B and F F/As occupied their originally assigned positions.

When we landed I called AFA and requested they notify all the appropriate company personnel, which they did. When we arrived The EMT's were in the jetway as was Lindsey, an inflight representative, and a Port authority safety/security representative. F/A Lampert didn't want to be removed until all the passengers were deplaned. That turned out to be a good decision since they were available should any deplaning passengers need attention. One passenger, Abigail Crus said she had injured her knee and saw them on her way out.

F/A Lampert, was then removed via aisle chair and she, the other crew members, the J/S rider and Lindsey were transported to HUP.

I didn't immediately feel any ill affects so I took F/A Lampert's belongings as well as my own and was driven to my car by the Port Authority representative. I then drove to the hospital. When the adrenalin wore off I began to feel my back, neck and shoulder tighten up so upon arrival at the hospital I got checked out as well. I was diagnosed with back and shoulder strain, given medication, and grounded until Jun 11 contingent upon physical fitness to return to work.

The next day I spoke to the company nurse case manager, Loraine, who instructed me to ground on Monday, the 11th to see the company doctor. She made the appointment and I called off my trip.

Marguerite J. Russek



To whom it may concern:

Flight #1078 from SJU to PHL, June 7th 2012.
I Lucia A Borneck had the "F" flight attendant position on the 757 aircraft. Besides flight attendant duties, I am responsible for making all announcements in Spanish. During the decent phase of the flight, the Captain turned on the fasten seat belt sign and had announced some turbulence ahead. I had just finished that announcement in Spanish when the aircraft drop dramatically. I opened the jump seat and grabbed the shoulder harness. I called the captain and informed him that one of our flight attendant was injured. I requested a non-working flight attendant to take the other jump seat and cover all necessary doors. I made another announcement to secure the cabin for landing. and the aircraft landed safely.

Lucia A Borneck

[REDACTED]

June 10, 2012

To whom it may concern,

I was working flight 1078 SJU to PHL on June 7, 2012 as the D flight attendant. We were in about our last 15 minutes of the flight and Captain Pat Curtis had turned on the fasten seat belt sign and said that we might encounter some bumpy air.

I was in the rear galley, I had just poured out the coffee and was about to go through the cabin to check seat belts, tray tables, collect trash, and proceed to my jump seat, when we had an unexpected jolt that lifted me off my feet, sent me into the air and I landed face down in the passenger aisle by the last row of seats. Out of the corner of my eye I also saw flight attendant B and flight attendant F also in the air. After the initial jolt I tried to sit up but felt pain and knew that I had injured my right leg around the ankle area. The flight was full so there wasn't a seat that I could occupy, my fellow flight attendants asked me if I could make to a jump seat and I knew that I wasn't capable.

During landing I was laying on the ground holding onto the bar under the last row of seats; aircraft left, with that passenger holding onto me. I braced my hip against the aft galley wall; aircraft right for touchdown.

After we parked at the gate, I remained still until the EMT's arrived, they transported myself and the crew to the hospital. The Captain and Lindsey, a company representative came to the hospital to support us.

The injuries that I sustained are a break in the tibia bone and a break in the fibula bone. The fibula bone is displaced and surgery is recommended. I have an appointment scheduled with a surgeon on June 11, 2012.

Thank you

[REDACTED]

Susan H. Lampert
D Flight Attendant [REDACTED]

We were on flight 1078 SJU to PHL 06/07/12 about fifteen min. to twenty when we hit clear air turbulence Marguerite Flussek [redacted] A position. Cathy Laazlo [redacted] was B position Susan Lampert [redacted] C position Lucina was the LDDO position and I was D position. We had a commuting F/A sitting at the three L door Domingo P. Cathy, Susan and Lucina were locking up the compartments prior to landing. Lucina had translated the capt. announcement for approach, I was standing between the rear lavs when the plane dropped. I shot up to the ceiling hitting the back of my head and shoulder area then landing back on my feet. I turned to check on the F/A's in the back and saw one of them lying in the aisle. I rushed back to find Susan in the aisle. I asked Cathy and Lucina if they were ok, from the looks on their faces I could tell they were somewhat traumatized by the sudden drop. While Lucina called the cockpit to notify the capt. I walked up the cabin to check on our passengers to make sure no one was hurt, and seatbelts fastened, I checked to see if Marguerite was also ok, she had told me that she was somewhat alright. Lucina and Cathy attended to Susan, by then we were minutes from landing. I took Susan's position at the two L door for landing and Domingo sat at my C position. The entire backend crew were taken to the emergency room in PHL hospital and released after treatment.

Patrick Williams Emp# [redacted]

6/11/12

On flight 1078 on June 7, 2012 while 20 minutes out the Captain made an announcement prior to our landing also adding there is possible weather up ahead, please make sure everyone is seated and seatbelts are fastened. All four F/As were in the back galley, C F/A Patrick Williams went to check the cabin. E F/A Sue Lambert and myself began making sure the galley was locked and ready for our landing. As I unfastened my belt to start getting up I went straight to the ceiling hitting my head, neck, shoulders, and back (on the jumpseat wall.) Falling straight back down onto the jumpseat feeling pain shooting out the top of my head, I saw Sue Lamberts ankles and feet in the galley, she was thrown from the galley into the aisle way. Lucia was on the jumpseat and was attending to Sue and I when Patrick made it back after hitting his head and neck on the ceiling between the bathrooms mid cabin checking on all of us and trying to get Sue to respond, her eyes were open but she was quite out of it and in alot of pain! I started locking the galley and cleaning the mess of liquid and debree around Sue on the floor. We could not move her, it was apparent she had a brake somewhere, she was nauseous, could not move, and did not want to be moved. During in for landing Patrick sat in D position, the jumpseat rider in uniform took C position, Sue, Lucia, and myself were in the Aft Galley, all doors were covered with a F/A. Paramedics came on after Pax departed, and attended to all of the F/A we were all taken to Hospital of the University of Pennsylvania for treatment.

Catherine J. Laszlo

6/11/2012

NTSB
490 LIEBART PLAZA, SW
WASHINGTON, D.C. 20594
TO WHOM IT MAY CONCERN:

6/11/12

MY NAME IS DOMINGO PLASENCIA, EMP# 82217, PHL
BASED FLIGHT ATTENDANT.

I WAS USING THE JUMPSEAT GOING TO WORK ON
FLIGHT 1078 FROM SAN JUAN TO PHILADELPHIA.

TWENTY MINUTES BEFORE ARRIVING IN PHL I WAS
IN THE BATHROOM AND, AS I WAS SEATING IN MY JUMPSEAT FOR
ARRIVAL, AND I HEARD THE CO/DO MAKING THE ANNOUNCEMENT
ABOUT SEAT BELT ON. AS I WAS FIXING TO ~~PUT~~ STRAP IN, SUDDENLY
THE A/C DROPPED AND I HIT THE CEILING ABOVE MY JUMPSEAT
WHICH IS 3L ON THE 757. PASSENGERS SCREAMED BUT FROM WHAT
I CAN ~~THE~~ REMEMBER, ALL PASSENGERS WERE SEATED ~~AND~~ AND
NO PASSENGERS WERE HURT.

THE DROP CAME SUDDENLY WITH NO WARNING FROM
THE FRONT END CREW. THE CO/DO INDICATED ME FROM THE BACK
TO TAKE THE OTHER JUMPSEAT (3R) FOR ARRIVAL, AS THE
WORKING F/A ON 3R WENT TO THE FRONT, I THINK TO THE
2L J/S. PASSENGERS ACROSS FROM MY JUMPSEAT TOOK A
LOOK AT MY HEAD AND NOTICED A BUMP AND BRUISE. TO
THIS DAY I STILL HAVE THE BRUISE SO I AM GOING TO HAVE
FOLLOW UPS WITH MY DOCTOR TO MAKE SURE I DO NOT HAVE COMPLICATIONS.
THE WHOLE CREW WERE TAKEN TO THE HOSPITAL TO
HAVE US CHECKED.

THE CAPTAIN WENT TO THE HOSPITAL TO SEE HOW WE

WERE DOING AND HE CALLED ME PERSONALLY TO SEE HOW I WAS DOING A COUPLE DAYS LATER.

FROM THE HIT I HAD PAIN IN MY HEAD AND A BURNING SENSATION; BUT THE DOCTOR WHO SAW ME SAID IT WAS UP TO ME TO WORK SO I FIGURE I COULD WORK THE FLIGHT BACK. BUT SINCE YESTERDAY I HAVE BEEN FEELING SOME PAIN IN MY NECK AND SOME HEAD CONGESTION.

THIS IS TO THE BEST OF MY KNOWLEDGE.

TRULY,

DOMINGO PLASENCIA

