



Flight Attendant Statements

Flight 1409 (DTW-EWR), MD-88 (Ship 9008), 1/24/2016

Kristen Loudermilk
1Li

Flight 1409 from DTW to EWR landed in EWR at 1705 pm on time arrival. Upon arrival and taxi into the airport the pilots informed us that we did not have a gate and would have to wait on the Tarmac until we get one. While waiting on the Tarmac I the flight leader was sitting in the front at 1L, when I felt the aircraft shake. It felt like an earthquake shake it like the plane was hydro planing on the ice. My immediate reaction was to call the cockpit to see what that was. I spoke to them and the co pilot told me that it was the other airplane that had crashed into our tailwing. He'd explained to me that he'd received word from the ground crew and they made him aware of them towing in a 767 for a flight that was leaving it of EWR to AMS. He'd told me that ground personnel said it would be a close move and that they would get it to the gate with us untouched. However that was not the case and the wing of the 767 crashed into our tailwing on Md88. I asked him if there was anything I could do in terms of evacuating or anything I need to do with the passengers he told me that there was no need and to wait for word from him on what would happen next. He said he would make an announcement to keep the passengers aware of what just happened. In him doing that I got up and checked on everyone in the cabin to see if any damage was done in regards to the passengers or the interior of the aircraft. Everyone was okay at that moment and the interior of the aircraft was not damaged.

Nadia Cruz
2L

I was the 2L jumpseat position. After landing in Newark, we waited on the runway. The captain informed us that we were simply waiting to be assigned a gate. As we waited I observed 2 planes behind us, I'm assuming also waiting for a gate. We waited for about 15 minutes. I began to notice the plane directly behind us was a lot larger than ours. I wasn't sure of the exact model, but I knew it would be used for a international flight. The captain made an announcement that he was advised that that same plane would be taking the gate that we were supposed to be going to and that we would allow the larger plane behind us to go ahead of us and get to the gate. As I watched the plane, I noticed it began moving. The plane was already very close to us on the runway. As it was moving I noticed that the wing looked as if it was passing over our entire fuselage and it didn't look safe. Moments later we felt the impact. It was about 2 big bangs and it felt as though it was dragging us in a sense for about two seconds. My fellow FA Donald who was seated in the tail cone immediately rose to evaluate the area in which he was sitting because it sounded as if the impact was in the rear of the airplane. At the same moment I began evaluating the cabin and the outside conditions JUST IN CASE we needed to evacuate. As you can imagine the passengers were scared. There were a lot of outburst. After assessing and concluding that the cabin was in fact safe and we didn't need to evacuate I immediately began calming and reassuring the passengers toward the rear half of the plane. At that exact moment the captian made an announcement informing everyone that the plane behind us "slightly knicked our tail wing" and that everything was fine. Order seemed to have been restored in the cabin.

Donald Nesmith
Aft L

After landing in EWR around 17:00, the Captain announced we would have to wait for an open gate. About 10-15 mins later, while sitting at the tailcone with a jumpseater, we felt a violent hit that shook our MD-88 for a few seconds and slightly dragged it. Some passengers thought it was jetblast from another plane. Being a ALA on the ramp for 7 years, I knew that was not jetblast. I jumped up from my jumpseat looking out the windows on both sides of the plane, checking to see what hit us but more importantly looking up and down both sides of the airplanes aft area making sure I didn't see any orange glows which could've meant we were on fire, since the APU is right above the tailcone and is the area I felt the impact. I saw none. The Captain announced that a Delta 767 being towed to the gate, wing had clipped our rudder. I checked on F/A Nadia seated at 2L door who witnessed the entire collision, Nadia said she was okay but clearly shaken. I went to the 1L door to check on my FL Kristen Loudermilk, checking on the passengers as I went to the front. Kristen said she was okay. Kristen made contact with the flight deck.