



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

July 31, 2018

Attachment 2 – Jumpseat Pilot Written Statement

OPERATIONAL FACTORS

DCA17LA145



Internal Memorandum

Date: 7/11/2017

To: Captain Chris Frederick, Director & Chief Pilot – ATL CPO

From: First Officer Mark Demers

Subject: II17-126 FLT SAFETY/NTSB – TAIL STRIKE: DAL800 23-JUN-17 BOS-ATL N315DN (3015)
FO: DEMERS, M.E.

This statement is provided at the request of the Chief Pilot's Office.

On June 23th, I was jump-seating on Flight 800 from Boston to Atlanta. Since the flight was oversold, it was necessary for me to stay in the cockpit for the duration of the flight.

After showing all my paperwork and ID and introductions, I learned that the Captain was instructing the F/O, whom had come off the 717, and this was the F/O's first or second ride on the A321.

It was a completely normal flight from pushback to descent, with the Captain doing an outstanding job of instructing the many nuances of the Airbus A321 to the new F/O. He went through many systems and several scenarios explaining what happens and some of the differences of this version verse the A320. The F/O was very engaged and knowledgeable throughout the entire flight running checklists, doing radio calls, and commenting on several systems that they were discussing.

At some point close to Atlanta there was a brief discussion about landing. The descent and arrival was uneventful up until the flare. At this point, the F/O never really performed any type of flare maneuver even as the Captain repeatedly called for the F/O to perform one.

Ground operation was uneventful.

I acknowledge release of this statement to Delta Flight Safety and the National Transportation Safety Board (NTSB).

Regards,

First Officer Mark E. Demers
Employee [REDACTED]
(Signature on file)