



Internal Memorandum

Date: 7/26/2018

To: Captain Wayne Cochran, Regional Director & Chief Pilot – ATL CPO

From: Captain Brad Ertmer, ATL MD-88

Subject: II18-112 Flight Safety/NTSB-Turbulence Injury (F/As): DAL2133 23-JUL-18 ATL-CLT
MD-88-88 N918DE (9018) CAP: ERTMER, B.J.; FO: HANEMANN, E.H.

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

I was the Captain on Delta flight 2133 from Atlanta to Charlotte (KATL – KCLT) on July 23, 2018.

Convective activity was building south / southwest of the Charlotte airport during preflight at which point I called the dispatcher to get a better feel of the weather. He stated that the weather should remain off the field until after our arrival time. Start, taxi, and takeoff were uneventful. Once airborne, we began deviating off the original route of flight immediately. Atlanta center removed us from the originally planned JONZE arrival and put us onto the STOCR 2 arrival after going direct to FLLGG. We subsequently deviated further south of our route of flight to avoid convective activity. After switching to JAX center controller, we were further altered to go direct to CHVEE and then the STOCR arrival to avoid additional building weather. We were never able to go direct to CHVEE based on deviations around weather and were given vectors approximately 5 NM

from CHVEE. The vectors were initially appropriate to keep us out of the building cells into Charlotte. Radio saturation was high as aircraft in front of us on the arrival were requesting continuous deviations to avoid weather. We were given a 020 heading which worked fine initially. Our WX radar was up and painting multiple cells on the arrival which we visually could see.

At this point, I called the Flight Leader and told them to do their final walkthrough and take a seat as I expected it to be bumpy on the arrival. The seat belt sign had been on the entire flight due to the thunderstorms along the entire route. Shortly thereafter, we were given a 340 assigned heading and a descent from 16000' to 11000' (I do not recall if we were on CLT approach control's frequency or JAX center's frequency at this point). The radar along that azimuth appeared clear with cells building in the distance. We were still in the clear, so as we began the turn, it was apparent that a column of cumulus clouds was building along that heading with heights about 20000'. We asked for further left and verified that nothing was on the radar at that point still (we had the radar set up with an approximate 1.5 degree lookup in auto gain mode). We began the turn. Within 10 seconds of entering the cloud, the aircraft hit severe turbulence with heavy rain. The autopilot kicked off and the aircraft wing dipped abruptly left. I heard clanking of carts and coffee pots in the galley. The F/O maintained positive manual control throughout the event. I would estimate the total time of the occurrence was 10 seconds with 1-2 seconds of severe turbulence before we were back in smooth air.

I immediately called the Flight Leader to see if everyone was OK. He stated that he was OK, but the other two flight attendants had been injured - one with a severe knee scrape; he advised that the other was still lying in the aisle with a back injury and unable to move. I asked if they could get her up and into a seat to which he responded that her injury was bad and she could not get up. At this point, I declared a Medical Emergency and handed the radios and aircraft over to the F/O with the direction to set us up quickly for the approach. I subsequently began coordination with the dispatcher to arrange for EMS to meet us at the gate. He asked if we had medical personnel aboard to attempt to treat the injured flight attendants to which I responded that I didn't want to expose anyone else to injury in the remaining 5-10 minutes of the flight.

The F/O did a great job setting up for and executing the approach to 18C in Charlotte. We taxied to the gate without incident and shutdown. EMS came on the aircraft and took the two flight attendants to the hospital for additional medical care. In addition, one passenger was treated for a large bruise to her right arm coupled with arm pain due to the incident. Two additional passengers complained of pain but refused medical care.

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

Regards,

Captain Brad Ertmer
Employee # [REDACTED]
(Signature on file)