



Internal Memorandum

Date: 7/26/2018

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

From: First Officer Eric Hanemann

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 First Officer of Delta flight 2133 from KATL to KCLT on July 23, 2018. I was operating as the pilot flying.

Our initial route clearance was via the JONZE2 arrival. Prior to SPA we were given a heading towards the east to join the SAV transition to the STOCR2 arrival at CHVEE. An area of CB's centered around CAE had developed and was moving northwest. We were monitoring the weather with the weather radar and the weather viewer iPad app. South of FLLGG in VMC we were assigned heading 020. Our understanding was that we were to rejoin the arrival at FLLGG and continue to the destination with some deviations. Based on the picture we had on the weather radar and the iPad weather viewer, this looked like a good plan. The captain called the Flight Leader to tell the crew to be seated. The seat belt sign had been on continuously since the beginning of the flight.

About 1915Z at around 10NM south of FLLGG on heading 020 at 16,000 MSL, JAX center gave us a heading of 340. There was a small CB (top < FL200) that was not painting on the radar. We requested a left deviation, which was approved. Center gave us a descent to 11,000 and a frequency change. As soon as we entered the cloud, the radar changed from green to yellow and red. The autopilot disconnected, and I assumed manual control. I called for IAS mode to descend. The turbulence lasted approximately 15 seconds. Once we were through the turbulence, established on a heading, and descending in IAS to 11,000, I selected autopilot on.

The captain gave me the radios and called the flight attendants to determine if there had been any injuries. The Flight Leader indicated that there were injured crewmembers. We then declared a medical emergency. While the captain managed the medical issues in the cabin and communicated with dispatch, I continued to fly and communicate with ATC.

At this point, we were level at 11,000 at 250kts on a northwest heading. Approach cleared us direct CLT with speed our discretion and deviations as necessary. I used HDG SEL and ALT HLD modes with speed 280 and AP on to fly direct CLT with minor weather deviations. Approach then vectored us south of KCLT to right downwind for ILS 18C. We performed a normal approach and landing on 18C and taxied to gate A7.

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

Regards,

First Officer Eric Hanemann
Employee # [REDACTED]
(Signature on file)