

SMS Report

Event Reporter Reporter Name: [REDACTED] Email Address: [REDACTED]	Position: [REDACTED] Phone Number: [REDACTED]	Lead: [REDACTED]	Do you wish this report to be confidential? Note: Review confidentiality description on Page 2	[REDACTED] No	
Confidentiality					
Event Location Phase of Flight Location: [REDACTED] Aircraft Type: [REDACTED]	Take off/tail: [REDACTED] 737-800	Event Date: [REDACTED] Registration: [REDACTED]	Date Reported: [REDACTED] Flight Number: [REDACTED]	P/C Name: [REDACTED] Robbi Duane Nickell	Date Reported: 05/27/20 Flight Number: WQ3518
Narrative Departure Station: [REDACTED]	VCV	Arrival Station: [REDACTED] SAN	Narrative: VCV-SAN upon take off and at 7,500 feet we heard a very loud noise and a vibration throughout the cabin. Inquired with PIC immediately after diligently being made aware of the severity of it in the aft of the AC by my number 2 and 4. I was told by PIC that it was just turbulence. FME was called into cockpit shortly after and he checked the engines through the windows and we proceeded to land in SAN. Upon landing we discovered the severity of it, as the tail was partially ripped off the body of the plane. No reported injuries or anything of that sort. A tail swap was made and we boarded onto N624XA.		
Suggestions					
Ensuring that when AC's come back from Miami they are properly inspected. It seems as it's a recurrent issue; us getting AC's that come back from mechanical checks etc and end up having something wrong.					



SMS Report

INSTRUCTIONS FOR USING FORM DS-100

PURPOSE

The purpose of the DS-100 is to facilitate appropriate response to safety related information and to satisfy mandatory reporting requirements to inform the FAA following a reportable incident, after identifying safety issues (or incidents), or encountering opportunities for improvement in airline operations.

Form DS-100 must be submitted to the office of the director of safety as soon as practicable (no more than 72 hours) following the events depicted with an asterisk (*). Depending on the circumstances, submitters should also consider completing an Aviation Safety Action Program (ASAP) report.

INSTRUCTIONS

Event Reporter	Event Location
Reporter Name	Phase of Flight/Location
Position	Event Date
Email Address	Date Reported
Phone Number	Aircraft Type
	Registration
	Flight Number
	Departure Station
	Arrival Station
	PIC Name

Confidentiality

Confidentiality does not mean anonymous. While the Safety Department will not publish any reports company-wide for Safety Promotion without ensuring information identifying individuals has been removed, it is sometimes necessary for management to know all the details of an event in order to effectively mitigate risks.

Nantidya

Enter the narrative of the event or hazard.

Suggestions

Suggestions
Enter any suggestions to prevent or mitigate the risk involved.

- For additional comments or continuation of narrative/suggestions, attach numbered pages
- Email the report to [redacted] and your immediate supervisor/manager

SMS Report

Event Reporter	Reporter Name [REDACTED] Dondas	Position Flight Attendant #3
	Email Address [REDACTED]	Phone Number [REDACTED]
Confidentiality	Do you wish this report to be confidential? Note: Review confidentiality description on Page 2 [] Yes [X] No	
Event Location	Phase of Flight/Location approx. 7500 ft./Take off	Date Reported 05/21/2020
	Aircraft Type 737-800	Flight Number WQ3518
	Departure Station VCV	PIC Name Robbi D. Nickell
	Registration N820TJ	
	Arrival Station SAN	
Narrative		

We received a briefing from the PIC, Robb D. Nickell, that we would have a smooth pretty flying day - no weather to speak of. During sterile cockpit-before 10,000 ft., we heard a LOUD noise and the plane lurched sideways at the tail. The Captain called for the mechanic to go into the cockpit. We knew there was something wrong because there was a great deal of vibration. I thought perhaps the hold had come open because the mechanic had trouble getting it to close earlier in the day. The mechanic, [redacted], came out and asked to be escorted to the over the wing area to look at the engines. We had a detainee that was incoherently [redacted] and sitting out on-board near that location! Two guards escorted [redacted] to the over the wing area. [redacted] came back, I asked what was wrong, he stated he could not see anything wrong out of the window. This was reported to the PIC. The pilot announced that we were going to start our descent. We knew this was soon [redacted] as on jump-seat, I was in the front row due to social distancing. I could see ocean and mentally prepared for a ditching. The seat belt sign remained lit. The crew knew the plane didn't sound right, although no one acted out in any way, we all remained calm, stayed in our seats. We had a very smooth landing. The pilots landed the aircraft as if nothing was wrong with it. Because this is an ICE charter, I got up, opened my door, and went and sat down to get out of the way of the detainees on board. One of the guards came to me after being off the plane and stated that part of the tail was missing and he asked me to go and look at it. I did that, took video footage and sent it to Mr. Cates, Director of Safety and to Giselle Espinal, Head of Flight Attendants. The pilots were already out of the cockpit examining the plane. They were both on their phones. The guards were milling about, not sure what to do. The front piece of the plane's vertical stabilizer were missing. In addition, there were two holes in the tail and the front of the horizontal stabilizer was very bent-up.

Suppositions

For additional narrative and suggestions, attach numbered pages
Email the report to [redacted] and your immediate supervisor/manager

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SMS Report

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INSTRUCTIONS

Event Reporter	Enter name of the person completing the form
Reporter Name	Enter the position of the person completing the form, use the titles found in COP Chapter 2
Position	Enter the email address of the person completing the form
Email Address	Enter the phone number of the person completing the form
Phone Number	
Event Location	
Phase of Flight/Location	Enter the phase of flight or location of the event, using the three letter IATA identifier.
Event Date	Enter the date of the event. For a hazard, leave blank.
Date Reported	Enter date of the report.
Reported Aircraft Type	Enter aircraft type.
Registration	Enter aircraft registration, if not aircraft related, leave blank
Flight Number	When applicable, enter the date of the revision
Departure Station	Enter the 3 letter IATA identifier of the departure airport
Arrival Station	Enter the 3 letter IATA identifier of the arrival airport
Pilot Name	Enter the name of the Pilot in Command

Confidentiality

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Alternative

Enter the narrative of the event or hazard.

Suggestions

Enter any suggestions to prevent or mitigate the risk involved.

- For additional comments or continuation of narrative/suggestions, attach numbered pages
- Email the report to: [REDACTED] and your immediate supervisor/manager

SMS Report

LAERD AIRWAYS

Report Number: [REDACTED] Hipshe- [REDACTED]
 Position: Time
 Flight Number: [REDACTED]
 Email Address: [REDACTED]

Do you wish this report to be confidential?
 If not, please provide a confidentiality description on
 Page 2

Event Location: [REDACTED]
 Phase of Flight: Beginning of Flight Date: 5/19/20
 Flight Location: Victorville, Cal
 Aircraft Type: B737-900 Registration: N420TS
 Departure Station: VCV Arrival Station: KSAN
 Pilot Name: Robbie Nickell

I was sitting at the time of the Incident at Row 1 F
 we were having some ~~heavy~~ turbulence at time the
 Incident happened. I heard a loud slam, like a table
 slamming against the cargo floor. When we landed in Ksan
 then I notice the damage.



SMS Report

DS-100
REV: 2
09/12/2019

Event Reporter

Reporter Name	Position
Email Address	Phone Number

Confidentiality

Do you wish this report to be confidential?
Enter Reviewer confidentiality description on Page 2

Event Location

Phase of Flight/Location	Event Date	Date Reported
Aircraft Type	Registration	Flight Number
Departure Station	Arrival Station	PIC Name

Narrative

The incident happened before landing to San Diego coming from VCV. I was working as a flight attendant number 4 in the aft cabin with flight attendant Adrian. On the take off, I noticed the aircraft tail was a little too shaky than normal, doing blind of side by side movements, but then I thought it could be just a wrong impression. Before landing to San Diego, we heard a extremely loud noise coming from the ceiling of aircraft, we immediately reach out to the captain, he said it was only a heavy turbulence. After that we followed all the procedures to opening the doors and exiting the aircraft.

For additional narrative and suggestions, attach numbered pages
Email the report to [redacted] and your immediate supervisor/manager

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