

Jordan Thostenson - Flight Attendant #1

Upon, short final approach I was alerted, by a flight attendant in the back, that the #2 flight attendant was injured due to the un expected clear air turbulence at no fault of her own. I then contacted the flight deck to ensure medical professionals would meet the flight. Although the pilots couldn't predict this. We should consider making an all call a priority instead of the game of (telephone). -NTSB/FAA/Company, need to review our new minimum crew requirement as this places us in a position to be under min crew, As this leaves us more susceptible to deploy slides and be more distracted than normal.

Kathleen Samuelson – Flight Attendant #3

FA #2, JC Stack was thrown about in the aft galley while trying to get to her jumpseat. I was at my jumpseat and struggled to get buckled in. Stack was on a/c left in the galley and i saw her airborne and throne against the a/c right side galley hitting her head and landing flat on her bottom/right hip in a pike position. I kept talking to her and was making sure she was not passing out. I wanted to get the oxygen for her but, it was so turbulent and she said she did not need it. I remained seated while f/a # 5 came to the back to check on her, (I had called f/a #1 to ask that paramedics meet the flt).. Stack hit so hard that the pax in the last few rows of main cabin turned around to see what had happened. Several asked to help get her in her jumpseat but, she was in so much pain she and I knew not to move her from the galley floor. upon landing, we got ice for her hip and paged for medical assistance. The RN and PA came back and speculated a dislocated hip or fractured hip or broken hip. They kept asking questions and Stack was coherent but obviously in shock.. Paramedics met the flt. They gave her pain meds and an IV drip. They were finally able to deplane her via the catering truck at the 4rR door. We, the crew, discussed that we should be told to 'prepare for landing' much sooner in the flight than 10k feet. Especially if turbulence is forecast.

Donna Eason - Flight Attendant #4

On final approach and captain had already said prepare for landing. F/A's were finishing final duties when we hit turbulence.

Barrilynn Mckasson - Flight Attendant #5

On Preparing For Landing the #2 was thrown and injured and the #3 called for assistance. I got out of my jumpseat and told the Purser I would go and to get my door. I helped to assist FA#3 in the back galley with #2, who was injured during turbulence. We needed two FA's in back with the injured party. I also knew she couldn't take her jumpseat. I changed from my jumpseat at 1R to 4L. I thought we did a great job to secure the injured employee and secure the cabin. We only had minutes to react to a bad situation and I thought we all were where we needed to be. there was no time to call the 3L&R door to find a FA willing to go to the back during landing. We were that close to the ground.

Michelle Workman - Flight Attendant #6

The captain had made the prepare for landing PA. We had prepared the cabin for landing. I took my jumpseat and immediately we hit turbulence. At the time i did not know that our flight attendant number 2 was severely injured. During taxi in our number 5 flight attendant rushed to the back galley and informed us we had a flight attendant down. I feel we should prepare the cabin earlier as we tend to have more turbulence on final approach.

Marissa Zoda - Flight Attendant #7

We hit some turbulence on descent. I was sitting at 2L. The number 5 went to the back to assist the injured flight attendant. O2 masks came down in one grouping of first class seats. After landing I assisted with a ill passenger who got motion sickness during landing.

Stephanie Bottinelli - Flight Attendant #8

Clear air turbulence on decent into DFW