

Doug Brazzy
Air Safety Investigator
AS10

Date: 12/6/22

Subject: DCA23LA090, Mesa Flt. 6048, N85356, EMB170-200 (EMB-175),
12/3/22 Turbulence

Contact: Tyler Campbell, Mesa Airlines

On December 6, 2022, Tyler Campbell provided the following crew
statements/reports via email:

[FA 1, (injured)]

Submitter Name = Dawn Rasmussen

Details: Severe wake turbulence occurred from out of nowhere before gradual decent which intern caused myself and flight attendant 2 and commuting flight attendant to be tossed about and hit the floor. And continued for quite awhile. My leg went out from under me when I hit the floor and flight attendant 2 fell on top of my leg while we were being tossed about.

Flight Number = 6048

Incident Date = 12/3/2022

Departure Airport = LGA

Arrival Airport = IAD

Submitter Employee id = [REDACTED]

Submitter Department id = [REDACTED]

Submitter Location = IAH

Report Type = Cabin Incident

Regional Manager = [REDACTED]

VP/Director = [REDACTED]

Incident ID = 54787

Zulu Time

Time = 1545

Outside light = Day

Aircraft Type = EMB175

Passenger Total = 73
 Phases of flight: Descent
 Landing Gear = Up
 Seat Belt = On
 Sterile Cabin = No
 Events: Crew Injury
 In Flight Locations: Galley
 Emergency Equipment: Wheel Chair
 Human Factors: N/A
 Preventative Actions: Possible warning of some to get secured and if possible further miles back from larger aircraft to prevent this from occurring.

[FA 2]¹

Submitter Name = Jordan Lyles

Details: Finishing gradual descent and we hit a pocket of turbulence. We left the ground for a moment and when we landed FA2 hurt her leg. There was a UA flight attendant on board and he helped me get fa 2 up and into a pax seat. The aba assumed fa2 position and we landed. Emmts came on and helped fa2 off. If you need more info please let me know.

Flight Number = 6048
 Incident Date = 12/4/2022
 Departure Airport = LGA
 Arrival Airport = IAD
 Submitter Employee id = [REDACTED]
 Submitter Department id = [REDACTED]
 Submitter Location = IAH
 Report Type = Cabin Incident
 Regional Manager = [REDACTED]
 VP/Director = [REDACTED]
 Incident ID = 54777
 Local Time
 Time = 1615
 Outside light = Day
 Aircraft Type = EMB175
 Aircraft Registration = 356 (N85356)
 Passenger Total = 64
 Phases of flight: Approach Landing Descent
 Landing Gear = Up
 Seat Belt = On
 Sterile Cabin = No
 Events: Crew Injury EMERGENCY DECLARED Significant Turbulence
 In Flight Locations: Main Cabin
 Emergency Equipment: Wheel Chair
 Human Factors: N/A
 Witness Name: [REDACTED]
 Witness Phone: [REDACTED]

¹ Note: some discrepancy in FA1/FA2 designations. This FA was not seriously injured.

[Captain]

Details: While descending on the HYPER 8 arrival ATC notified us that we were following a heavy jet. They gave us vectors for spacing. Atc asked if 7 mile separation was sufficient. I asked for 10 miles and was granted. About 1610 local time as we were crossing HYPER intersection at 10,000 feet, we encountered moderate turbulence while in IMC conditions. Soon afterwards, Flight Attendant 2 called and said Flight Attendant 1 broke her leg. A medical emergency was declared. Paramedics met us at gate C20 and deplaned the flight attendant.

Submitter Name = Andrew Roberts

Submitter Employee id = [REDACTED]

Submitter Department id = [REDACTED]

Submitter Location = IAH

Report Type = Occurrence

Incident Date = 12/3/2022

Regional Manager = [REDACTED]

VP/Director = [REDACTED]

Incident ID = 54762

Flight Number = 6048

Zulu Time

Time = 2015

Outside light = Day

Departure Airport = LGA

Arrival Airport = IAD

Aircraft Type = EMB175

Aircraft Registration = 356 (N85356)

Passenger Total = 64

Dispatch Contacted? Yes

Maintenance Contacted? No

Intersection = HYPER

Phases of flight:Descent

Landing Gear = Up

Seat Belt = On

Sterile Cabin = No

Autopilot = On

Spoiler = Retract

Altitude = 10,000

Speed = 250 knots

Events:Crew Injury EMERGENCY DECLARED Medical Emergency Wake Turbulence

In Flight Locations:Main Cabin

Emergency Equipment:N/A

Human Factors:N/A

Weather Conditions = IMC

Significant Weather: TURBULENCE

Cloud Conditions: Overcast

Captain's ID: [REDACTED]

Captain's hours on plane: 1764

Captain's hours worked last 90 days: 209

Captain's flight time last 24 hours: 0

Captain's total hours: 13750

Captain's duty time last 24 hours: 0

Captain's rating: E75 E75

Captain's certificate number: [REDACTED]

Captain's last check ride: 4/28/2022

Captain's last medical: 6/17/2022

FO's ID: [REDACTED]

FO's hours on Plane: 249

FO's hours worked last 90: 133

FO's total hours: 249

FO's certificate type: ATP

FO's rating: E75

FO's certificate number: [REDACTED]

FO's last check ride: 1/1/1900

FO's last medical: 1/1/1900

Captain's medical restrictions: MUST WEAR CORRECTIVE LENSES, POSSESS GLASSES FOR NEAR/INTERMEDIATE VISION.

[First Officer]

Details: We were descending via the HYPER8 arrival into KIAD and unexpectedly encountered a moment of moderate turbulence/a rapid jolt over HYPER at about 10,000' at 250kts around 16:12 EST. Earlier during the descent, ATC notified us of a heavy aircraft also inbound to KIAD and asked us if 7 miles separation was sufficient. We told the controller we needed at least 10NM separation behind the heavy aircraft. We were then given radar vectors to provide more spacing between our aircraft and the heavy. We did not have the heavy aircraft in sight and could not determine its location on TCAS. Shortly after the incident, we picked up light icing but no turbulence before descending below the cloud layer. Immediately after the turbulence, Jordan, one of the flight attendants called us informing us that the other flight attendant, Dawn, "broke her leg." A United mainline flight attendant took Dawn's jumpseat and Dawn took her passenger seat for the remainder of the flight. At the time of the incident, Dawn, Jordan and the United flight attendant were standing in the aft galley. We immediately declared a medical emergency, informed dispatch, and continued the HYPER8 to land on rwy 19C. Paramedics met us at the gate.

Submitter Name = Brendan Giel

Submitter Employee id = [REDACTED]

Submitter Department id = [REDACTED]

Submitter Location = IAH

Report Type = Occurrence

Incident Date = 12/3/2022

Regional Manager = [REDACTED]

VP/Director = [REDACTED]

Incident ID = 54764

Flight Number = 6048

Local Time

Time = 1615

Outside light = Day

Departure Airport = LGA

Arrival Airport = IAD

Aircraft Type = EMB175

Aircraft Registration = 356 (N85356)

Location = HYPER 8 Arrival

Passenger Total = 62

Dispatch Contacted? Yes

Intersection = HYPER

Phases of flight:Descent

Landing Gear = Up

Seat Belt = On

Sterile Cabin = No

Autopilot = On

Spoiler = Retract
Flap Setting = 0
Altitude = 10000
Speed = 250
Events: Crew Injury EMERGENCY DECLARED Medical Emergency Wake Turbulence
In Flight Locations: Galley
Emergency Equipment: Wheel Chair
Human Factors: N/A
Weather Conditions = IMC
Significant Weather: TURBULENCE
Weather Intensity: MODERATE
Captain's ID: [REDACTED]
Captain's hours on plane: 1764
Captain's hours worked last 90 days: 209
Captain's flight time last 24 hours: 0
Captain's total hours: 13750
Captain's duty time last 24 hours: 0
Captain's rating: E75
Captain's certificate number: [REDACTED]
Captain's last check ride: 4/28/2022
Captain's last medical: 6/17/2022
FO's ID: [REDACTED]
FO's hours on Plane: 249
FO's hours worked last 90: 133
FO's total hours: 249
FO's certificate type: ATP
FO's rating: E75 E75
FO's certificate number: [REDACTED]
FO's last check ride: 10/17/2022
FO's last medical: 7/6/2022
FO's medical class: First
Captain's medical restrictions: MUST WEAR CORRECTIVE LENSES, POSSESS GLASSES FOR NEAR/INTERMEDIATE VISION.
FO's medical restrictions: None