



Internal Memorandum

Date: 5/2/2024

To: Captain Jeffrey C. Handel, Director & Chief Pilot – NYC CPO
From: Captain Craig Hatfield
Subject: II24-045: Flight Attendant Injury - ACFT entered cumulous build-up and encountered mod turbulence
DL753 26APR24 SNA-ATL N6703D B-767-232ER (6703)
CAP: HATFIELD, C.S.; **FO:** RINGDAHL, J.D.

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

I was Captain of Delta Air Lines Flight 1044 from SNA-ATL on 26APR2024.

The Flight Attendants (FA's) received the two (2) bells to signal final approach when the flight descended through 10,000 AGL. We were sent direct GNDLF to descend via the GNDLF2 arrival when passing through approximately 9,000 MSL. We flew through a very small, non-convective buildup that momentarily produced a moderate bump. Until this point, the descent was relatively smooth.

Shortly after, we received an ALERT call from the Aft interphone informing us that one of the FA's was thrown into the air, fell and injured her ankle. She was conscious and able to be secured into her jumpseat. We declared a medical emergency due to a crewmember incapacitation and were given priority for landing and taxi to the gate. ATC alerted emergency services to meet us at the gate.

Upon arrival, passengers were directed to remain seated to allow the medical team to assist the injured FA off the plane. I called dispatch to inform them of the situation. The Duty Pilot called for a debrief as I was concluding my call with the dispatcher. After deplaning, we met with the injured FA, medical team, and Inflight Manager to ensure she was taken care of and to see if they needed any further assistance from us.

I acknowledge release of this statement to the [Delta Flight Safety Team](#) and the [NTSB](#).

Regards,

Captain Craig Hatfield
Employee [REDACTED]
(Signature on file)



Internal Memorandum

Date: 5/06/2024

To: Captain Jeffrey C. Handel, Director & Chief Pilot – NYC CPO
From: First Officer Jonathan Ringdahl
Subject: II24-045: Flight Attendant Injury - ACFT entered cumulous build-up and encountered mod turbulence
DL753 26APR24 SNA-ATL N6703D B-767-232ER (6703)
CAP: HATFIELD, C.S.; **FO:** RINGDAHL, J.D.

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

I was First Officer of Delta Air Lines Flight 1044 from SNA-ATL on 26APR2024.

During our arrival to KATL on the GNDLF 2 arrival we received vectors for spacing. Following our vectors we were cleared direct GNDLF to rejoin the arrival. As the aircraft passed through 10,000' AFE the Captain executed a double ding to alert the Flight Attendants (FA's) to complete their final walkthrough and prepare the cabin for arrival. Very shortly after the double ding, the aircraft entered a non-convective cumulous cloud and encountered one moderate jolt of turbulence.

Immediately following, a FA contacted the flight deck and stated that one of the FAs was thrown to the ground and broke her foot. The injured FA was secured into a seat and a request was made for medical personnel to meet the aircraft at the gate. The Captain decided not to use Medlink and declare a medical emergency because of our close proximity to the airport. When we advised ATC of the injury, they provided a runway change to expedite our arrival.

Once on the ground, both ground and ramp controllers helped provide us with quick taxi directions and we had no delays enroute to the gate. Once parked, I made an announcement for all passengers to remain in their seats until the medical team was able to help the FA off the aircraft. The Captain and I met the emergency team, FAs, and manager at the gate where they arranged transportation to an urgent care facility.

I acknowledge release of this statement to the [Delta Flight Safety Team](#) and the [NTSB](#).

Regards,

First Officer Jonathan Ringdahl
Employee [REDACTED]
(Signature on file)



Internal Memorandum

Date: 04/29/2024

From: Joel Switzer

Subject: Turbulence Injury Investigation: Flight 1044 (SNA-ATL), B757-200 (Ship 0658/N6703D), 29 April 2024

The captain made no indication of turbulence at the initial descent call. We walked through to collect items from passengers. While we waited for the final descent double chime, no calls from our captain or first officer came through regarding the remainder of the ride. We received the double chime and began to get up in the aft galley to do our final descent checks. Julia and I went airborne as our aircraft hit a large pocket of air which resulted in Julia being thrown in the air and fell towards on the carts. I leaned forward trying to steady Julia, but she had landed on her foot, and she most likely broke her foot. I immediately hit the alert button to signal an emergency from the injury. The captain overheard and we relayed the information that Julia was injured and requested for paramedics to come to the gate to evaluate. I saw Julia's foot being extended in the wrong way which contributed to her potential broken foot. In leaning forward, I feel my back was certainly pulled and feels like I am in need of a chiropractic visit.

I acknowledge this statement may be released to Delta Flight Safety and the US National Transportation Safety Board (NTSB).

Regards,

Joel Switzer

Employee [REDACTED]



Internal Memorandum

Date: 04/29/2024

From: Julia Marinos

Subject: Turbulence Injury Investigation: Flight 1044 (SNA-ATL), B757-200 (Ship 0658/N6703D), 29 April 2024

At the double ding final descent indication, everything was stowed and we were preparing for our final walk-through when unexpected turbulence happened throwing me into the air and landing on my left foot. I put ice right away and requested paramedics to meet the flight.

I acknowledge this statement may be released to Delta Flight Safety and the US National Transportation Safety Board (NTSB).

Regards,

Julia Marinos

Employee [REDACTED]



Internal Memorandum

Date: 04/29/2024

From: Molly Sontag

Subject: Turbulence Injury Investigation: Flight 1044 (SNA-ATL), B757-200 (Ship 0658/N6703D), 29 April 2024

During the final descent announcement, we got ready to prepare the cabin for arrival and hit some serious turbulence. I was in the aft galley with two other crew members. I watched as crew member, Julia, flew up off the ground and fell to the floor most likely breaking her foot. Myself and the other flight attendant, Joel, in the back tried to reach for her mid-fall but unfortunately couldn't help avoid the injury. The flight continued with turbulence as we helped her to get in a jumpseat, buckle in and get ice on her foot. The flight was met, and the paramedics took her off to get checked.

I acknowledge this statement may be released to Delta Flight Safety and the US National Transportation Safety Board (NTSB).

Regards,

Molly Sontag
Employee [REDACTED]



Internal Memorandum

Date: 04/08/2024

From: Somyi Hur

Subject: Turbulence Injury Investigation: Flight 1044 (SNA-ATL), B757-200 (Ship 0658/N6703D), 29 April 2024

After the final descent notification (double ding) was given by the flight deck, I was making the final descent announcement and as I was reading the last sentence of the announcement, we felt unexpected turbulence (big bump), I immediately knew that it wasn't a safe environment for my crew to perform final walk through, so I made follow-up announcement saying that crew will actually not be able to come through the cabin. As I was making the corrected announcement, I heard an alert notification. As soon as I finished what I was doing, I called my crew members in the back to make sure they were okay during that turbulence. I was then notified that one of the crew, Julia, broke her ankle during the turbulence.

Since I was at front of the aircraft, I didn't witness the event but the other two crew members informed me that as I was making final descent announcement, they were all getting up from their jumpseat to get ready for final walkthrough then they felt the big bump. Julia's body went up in the air and fell to the ground causing her ankle to break. The other two crew members, Joel and Molly, tried to grab her but the incident happened so quickly, they couldn't help her.

Joel and Molly immediately notified the flight deck from the back, so they could get paramedics ready on the ground, and as soon as we opened the door, they were able to get Julia off the aircraft.

It was my very first time having crew member get injured from the turbulence and it was a bit traumatic as none of us were ignoring the safety throughout the flight and the event still happened.

I acknowledge this statement may be released to Delta Flight Safety and the US National Transportation Safety Board (NTSB).

Regards,

Somyi Hur
Employee [REDACTED]