

ACCESSION NUMBER : 251874  
DATE OF OCCURRENCE : 9309  
REPORTED BY : FLC; ; ;  
PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,FO; MISC,CAB; TRACON,  
AC;  
FLIGHT CONDITIONS : VMC  
REFERENCE FACILITY ID : CRI  
FACILITY STATE : NY  
FACILITY TYPE : TRACON; ARPT;  
FACILITY IDENTIFIER : N90; JFK;  
AIRCRAFT TYPE : MLG;  
ANOMALY DESCRIPTIONS : OTHER;  
ANOMALY DETECTOR : OTHER;  
ANOMALY RESOLUTION : NOT RESOLVED/DETECTED AFTER-THE-FACT;  
ANOMALY CONSEQUENCES : INJURY;  
NARRATIVE : WE WERE 13 DME S OF CRI ON A HDG TO

INTERCEPT THE 223 DEG RADIAL INBOUND FOR THE VOR 13L APCH. WE GAVE  
THE FLT ATTENDANTS A SIGNAL (3 BELLS) TO PREPARE THE CABIN FOR  
LNDG AND BE SEATED. WE JOINED THE FINAL APCH COURSE INBOUND AT  
3000 FT THEN DSNDED TO CROSS CRI AT 1500 FT. WE WERE CAUTIONED  
THAT WE WERE FOLLOWING A WDB AND CAUTIONED ABOUT WAKE TURB. JUST  
AFTER PASSING CRI AND PRIOR TO LEAVING 1500 FT WE ENCOUNTERED WAKE  
TURB, WHICH BANKED THE AIRPLANE 45 DEGS (APPROX) TO THE R. WE  
LEVELED OUR WINGS, THEN RECEIVED A RPT THAT THE FLT ATTENDANT IN  
THE REAR OF THE PLANE HAD BEEN INJURED. (SHE WAS THE ONLY FLT  
ATTENDANT NOT SEATED AT THE TIME.) WE CALLED FOR AN AMBULANCE,  
THEN CONTINUED THE APCH WITHOUT FURTHER INCIDENT. THE FLT  
ATTENDANT SUSTAINED A 1/2 INCH CUT ABOVE HER R EYEBROW WHICH  
REQUIRED SEVERAL STITCHES. SHE SUFFERED SEVERAL BRUISES ON HER  
HEAD AND LEGS AS WELL. I FEEL THIS INCIDENT COULD HAVE BEEN  
AVOIDED IF THE CABIN CHK HAD BEEN ACCOMPLISHED AT 10000 FT AND THE  
FLT ATTENDANTS HAD BEEN SEATED IMMEDIATELY WHEN SIGNALLED.

SYNOPSIS : FLT ATTENDANT IS INJURED WHEN THE MLG  
ENCOUNTERED WAKE TURB BEHIND A WDB.  
REFERENCE FACILITY ID : CRI  
FACILITY STATE : NY  
DISTANCE & BEARING FROM REF. : 1,,NE  
MSL ALTITUDE : 1500,1500

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