



## **RECORD OF CONVERSATION**

**Kristi Dunks**  
**Air Safety Investigator**

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**Date: September 21, 2005**

**Person(s) Interviewed: Cabin Crew (4)**  
**Lead Flight Attendant (L1 Position)**

**Location: Los Angeles International Airport Operations Center Conference Room**

**Subject: LAX05IA**

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The cabin crew was advised of the nature of the interview, their right to representation, and their right for refusal. A company attorney was present and the cabin crew was willing to give the interview. The cabin crew was then asked to explain the circumstances of the incident.

The passenger boarding was uneventful and there were no cabin abnormalities noted with the airplane. During the initial departure, the cabin crew heard bells going off that were not normal. They also noted lights in the cabin that indicate when the landing gear is up and locked. These lights continued to illuminate.

About 20 minutes into the flight, the Captain made a Public Address (PA) announcement. Following this, a series of announcements were made advising the cabin crew and passengers of the state of the flight.

Once it was determined that the airplane would make an emergency landing at Los Angeles International Airport, preparations were made for the landing. The first three rows of seats were emptied and the baggage was moved as far aft as possible. Able bodied persons were placed in the exit rows and all baggage and paperwork was removed from the seating area. The Able Bodied persons were shown how to operate the door and given additional instructions.

The flight attendants spoke to each passenger individually prior to the landing to ensure that they knew the emergency procedures that would take place and how to properly brace themselves. The flight attendants checked and double checked each others work to ensure that everything was completed and would go according to plan. Prior to touchdown, the Captain announced to "Brace" and the flight attendants also transmitted "Brace" over the PA. During the landing, the forward crew could smell burnt rubber.

The cabin crews remained at their stations as previously defined by the Captain, until word was sent that there was no fire. After this notification, the passengers deplaned normally using the air stair.

The cabin crew felt that the emergency went very well and that the Captain kept everyone well informed to the situation. They had no suggestions for improvement.