

ATTACHMENTS

1. Hamilton Standard training record for Mr. Chris Bender
2. Hamilton Standard memo from R. Rutz to Math Ramakers - PWORC-E, R. Carter - HSS-RH, K. Fagan - HSS-LB; Subject: Blade U.T. Inspection; dated April 27, 1994.
3. Hamilton Standard payroll records for Mr. Chris Bender

NAME:

BENDER, CHRIS

HSCSCRH-001
PAGE 2 OF 5

TYPE OF TRAINING	METHOD	DURATION	DATE	LOCATION	INSTRUCTOR
IPM TRAINING/REVIEW	CLASS	1.5 HOURS	2/3/94	H. STANDARD	J. SEIPEL
JD EDWARDS/REVIEW	CLASS	1.0 HOUR	2/4/94	H. STANDARD	R. FALZONE J. HUSSEY P. MULKEN
BLADE TAPER BORE EVALUATION AND BLENDING (PS960)	OJT	89.8 HOURS	4/11/94- 4/23/94	H. STANDARD	R. CARTER
CPR/FIRST AID TRAINING	CLASS	8.0 HOURS	4/12/94	H. STANDARD	B. STOKES
UTC ETHICS	CLASS	1.0 HOUR	4/25/94	H. STANDARD	L. ZIMMERMAN
MANAGING DIVERSITY	CLASS	4.0 HOURS	5/4/94	H. STANDARD	YORK TECH
INTRO TO PENETRANT TESTING - VISIBLE DYE	CLASS	3.0 HOURS	5/06/94	H. STANDARD	G. SABATELLO
MEETING MANAGEMENT	CLASS	1.0 HOUR	5/10/94	H. STANDARD	TOM SHAW
SEXUAL HARASSMENT TRAINING	CLASS	4.0 HOURS	6/06/94	H. STANDARD	YORK TECH
NON-DESTRUCTIVE TESTING - UT	OJT	43.5 HOURS	6/10/94- 6/30/94	H. STANDARD	G. SABATELLO
NON-DESTRUCTIVE TESTING - PT	OJT	5.0 HOURS	6/20/94- 6/29/94	H. STANDARD	G. SABATELLO
NON-DESTRUCTIVE TESTING - UT	OJT	74.5 HOURS	7/1/94- 7/29/94	H. STANDARD	G. SABATELLO
BLADE SERVICEABILITY REVIEW	OJT	2.5 HOURS	7/14/94	H. STANDARD	R. CARTER
ALL ACCIDENTS CAN BE PREVENTED	CLASS	3.0 HOURS	7/18/94	H. STANDARD	C. FAIENZA
RCRA-HAZARDOUS COMMUNICATION	CLASS	2.0 HOURS	7/18/94	H. STANDARD	C. FAIENZA
LOCKOUT/TAGOUT	CLASS	2.0 HOURS	7/18/94	H. STANDARD	C. FAIENZA
NON-DESTRUCTIVE TESTING - PT	OJT	1.0 HOUR	7/26/94	H. STANDARD	G. SABATELLO
NON-DESTRUCTIVE TESTING - UT	OJT	78.0 HOURS	8/1/94- 8/31/94	H. STANDARD	G. SABATELLO

31

Internal Correspondence



April 27, 1994

To: Math Ramakers - PWORC-E
R. Carter - HSS-RH
K. Fagan - HSS-LB

cc: B. Murphy J. Devanski
K. Duclos A. Mauro
F. Kolbusz G. Ruddy
J. Baum

From: R. Rutz

Subject: Blade U.T. Inspection

Per direction from S. Ludemann you should handle blades returned from the field as a result of U.T. inspection as follows:

- 1) Perform a U.T. inspection. Record results on the ASB form except that this form should have the following words written at the top of the form "PWORC-E/HSS-RH/HSS-LB as applicable of field inspection". Forward the form to HSD Service via FAX.
- 2) Rework blade per PS960A. Perform a U.T. inspection and record the results on the modified form as described in para. (1).
- 3) Ship acceptable blades. Hold rejected blades until further notice.


R. Rutz

RR/bh

32

Ulack and
5/15/94

Name : BENJAMIN, CHRIS S.
SSN # : 211-40-2420
CHECK# : 00001225
File # : 001049
Dept : 300002
PayDate: 05/20/94
Wk-Pay: 20-1

Single Check Totals:

Hours	40.00
Earnings	11.00
Taxes	
Deductions	
Memos	
Deposits	0.00
Gross	
Net	

Hours:
Regular : 40.00
Overtime : 11.00

<F3=Previous Check> <F4=Next Check> <Esc=Cancel>

> or < in a window. Use [Tab] or [Shift-Tab] to move between windows.

Go Code: NFJ
File F0=PAYROLL & PERSONNEL | F1=Help 05.00

wife
5/15/94

Name : BENJAMIN, CHRIS S.
SSN # : 211-40-2420
CHECK# : 00001225
File # : 001049
Dept : 300002
PayDate: 05/20/94
Wk-Pay: 20-1

Single Check Totals:

Hours	40.00
Earnings	22.70
Taxes	
Deductions	
Memos	
Deposits	0.00
Gross	
Net	

Hours:
Regular : 40.00
Overtime : 22.70

<F3=Previous Check> <F4=Next Check> <Esc=Cancel>

> or < in a window. Use [Tab] or [Shift-Tab] to move between windows.

Name : BENDER, CHRIS E.
SSN # : 211-46-2429
Check#: 00001400

File # : 001049 Clock : BLADE
Dept : 300002
PayDate: 06/03/94 Wk-Pay: 22-1

Single Check Totals:

Hours :	26.70
Earnings :	[REDACTED]
Taxes :	[REDACTED]
Deductions:	[REDACTED]
Memos :	[REDACTED]
Deposits :	0.00

Hours:

Regular :	40.00
Overtime :	26.70

Gross :	[REDACTED]
Net :	[REDACTED]

<F3=Previous Check> <F4=Next Check> <Esc=Cancel>

W/E
6/29/94

> or < in a window. Use <Tab> or <Shift-Tab> to move between windows.

Co Code: NFJ
File

PC/PAYROLL & PERSONNEL

05.00

F1=Help

Employee CheckView

Name : BENDER, CHRIS E.
SSN # : 211-46-2429
Check#: 00001443

File # : 001049 Clock : BLADE
Dept : 300002
PayDate: 06/10/94 Wk-Pay: 23-1

Single Check Totals:

Hours :	27.00
Earnings :	[REDACTED]
Taxes :	[REDACTED]
Deductions:	[REDACTED]
Memos :	[REDACTED]
Deposits :	0.00

Hours:

Regular :	27.00
S Code H:	8.00

Gross :	[REDACTED]
Net :	[REDACTED]

<F3=Previous Check> <F4=Next Check> <Esc=Cancel>

W/E
6/5/94

> or < in a window. Use <Tab> or <Shift-Tab> to move between windows.

34

Co Code: NFJ
File

PC/PAYROLL & PERSONNEL

05.00

F1=Help

Employee CheckView

Name : BENDER, CHRIS S.	File # : 001049	Clock : BLADE
SSN # : 211-46-2429	Dept : 300002	
Check# : 00001483	PayDate: 06/17/94	Wk-Pay: 24-1

Single Check Totals:	
Hours :	52.90
Earnings :	[REDACTED]
Taxes :	[REDACTED]
Deductions:	[REDACTED]
Memos :	[REDACTED]
Deposits :	0.00
Gross :	[REDACTED]
Net :	[REDACTED]

Hours:	
Regular :	40.00
Overtime :	12.90

<F3=Previous Check> <F4=Next Check> <Esc=Cancel>

w/E
6/12/94

or in a window. Use (Tab) or (Shift-Tab) to move between windows.

36

was debris piled up pretty high and hanging down; she then had to crawl over the debris. Almost all of the passengers were already out when she reached the other side, except for a few passengers trying to get out of the wreckage in the front of the airplane, and for that reason she thought that she may have lost consciousness.

Subsequently, she attempted to move the passengers away from the airplane. She recalled that the captain and first officer were trapped and that the first officer could not get his window open. She heard the first officer yell "help we are burning in here!" and he threw an ax out of the window. A passenger was standing up, trying to put a hole in the window with the crash ax, trying to get the first officer out. She said that she never heard the captain's voice. Many of the passengers were burned, some very badly. She said that it was difficult keeping passengers away from the airplane, and she believed that it was going to explode.

She stated that when the fire department got there they immediately began helping people and putting the fire out. She said it seemed like a long time but she said that she believes that the rescuers got there quickly. She said that after they arrived things moved quickly, people were put on stretchers, wrapped in bandages, placed in ambulances and rushed to the hospital.

3. Passengers

Of the 26 passengers, 8 were adult females and 18 were adult males. There were no infants or handicapped passengers reported on the flight.

Passenger Interviews

Of the 19 surviving passengers, 12 were interviewed by the Survival Factors Group. The following is a summary of each passenger's interview:

Seat 2B

The 38 year old male, stated that the takeoff was unremarkable. He said that about 20 minutes into the flight he heard a "big bang" which sounded like a bird hitting the airplane. He said that the airplane began to shake worse than any turbulence he had ever encountered. He said that he looked out the left window and saw that there was no propeller, the sheet metal covering the engine was gone, and that fuel was coming out and blowing back. (When asked, he stated that he saw the propeller stuck in the motor, and that he couldn't tell which way. He said the propeller was about 18" to 24" inches from the top of the motor). He said that there was a "flapping or shaking sound" but it soon stopped and became smooth again.

He stated that the flight attendant looked out at the engine and told everyone to stay calm, that everything was okay, and that the airplane was able to fly on one engine. The flight attendant then talked with the pilot and then told all of the passengers that they were returning to Atlanta for an emergency landing. The flight attendant explained the

crash position and checked with everyone to make sure they knew it. She talked to the people at emergency exits and “someone didn’t want to sit there,” so she switched their seats.

Just prior to the impact the flight attendant yelled “brace position” and they “hit with a bang and crashing sounds.” He recalled seeing smoke and flames and decided to get out. Something had hit his left shoulder and stayed there. He recalled thinking that it might have been the person behind him and he recalled that his right foot was stuck. He said that he removed his seatbelt and pushed the person off and pulled his foot out. He jumped out of the airplane and onto the wing, “over the front of the wing” and walked away. He said there was a lot of smoke and fire behind him. He said that the girl sitting next to him was still there when he got out and he thought about going back for her but was too afraid that the airplane would blow up. However, he did recall seeing her later with the other survivors. The fire was low to the ground and to the left, and the smoke went straight up, there was no wind. After he got out, he heard some bangs and explosions. He said the rescue workers arrived quickly, and that the police were the first to get there.

Seat 2C

The 27 year old female passenger, stated that not very long after they took off, the flight attendant had started her snack service. She had just given the passenger a drink when there was a loud noise and the airplane began jerking which caused her drink to fall over. The flight attendant stated that everything was okay and that the airplane could

make it on one engine. The flight attendant told everyone to take out the safety instruction card and review it. The flight attendant showed everyone how to brace for landing, and made sure everyone knew how. The flight attendant asked a woman at the exit row if she wanted to sit there, and she said no. The flight attendant switched her with someone from the back of the airplane.

The flight attendant got back into her jumpseat and told everyone to brace. Once the airplane came to a stop she heard a woman scream. The man sitting beside her got up. She said that she tried to get up but that her foot was stuck. She managed to get out of her shoe and followed the man out. She said that they evacuated through a hole in the airplane behind her seat. She remembered seeing the flight attendant walking around checking on passengers.

Seat 3A

The 18 year old male passenger, stated that at the time [of the loud noise] he was reading a book. After it happened he looked out the window and saw that the cowling was missing from the engine and that the propeller was stuck in the engine on the outboard side. The flight attendant calmed everyone down. She went through the procedures and told everyone what they needed to do.

He stated F/A Fech advised them they could land on one engine. He said she directed they to review their passenger safety briefing cards after which she rechecked the exit rows, insuring the passengers were willing and able to open the emergency exits, and

checked to insure all passengers were in their proper brace positions. Within a few seconds of accomplishing this the Captain made the announcement to brace for impact.

After about 20 minutes the airplane crashed and split open right in front of where he sat. He unbuckled his seatbelt and was the first one out of the airplane, and that he yelled for help. He said that other people started getting out and a couple of people were on fire. He said he helped extinguish their fires and he tried to keep people away from the airplane.

Seat 3B

The male passenger, stated that the takeoff was routine and that approximately 15 minutes after takeoff the flight attendant had just finished beverage service. He said the airplane was fairly level and then there was a “very very loud bang and a severe shudder.” He said he looked to the left and the “propeller was gone, the engine shroud was peeled back, electrical cables were flapping, and clear liquid was trailing behind.” He said the airplane was stabilized and seemed to maintain altitude. He said the pilot called the flight attendant and she reassured everyone that the airplane was fully capable of flying on one engine. Then the pilot called the flight attendant on the interphone and she informed us that they were declaring an emergency and were returning to Atlanta.

He stated that the flight attendant was “spectacular.” She remained calm the entire time. She calmly instructed them and asked them to take out their safety information cards

as she reviewed it. She demonstrated the brace position for each passenger and went to her jumpseat. Approximately 2 minutes before impact the flight attendant started yelling “stay down, stay down, don’t look up;” she repeatedly yelled this until the end.

He said the airplane hit “excruciatingly” hard and the upper racks collapsed on top of him. He said his seatback broke backward. He felt the plane swing sideways and eventually come to a stop. He reached up and back to pull himself out backward, at which time he cut his hand. The fuselage was separated at row 4. He noticed a crackling sound and saw sparks and cables flying. Soon afterward the fire started, in small patches at first, then spreading. He said he located his colleague and pulled him out and put out the fire on him. He helped others off and moved them about 50 to 100 yards away. He said that about 15 minutes later the paramedics came and they tried to help others. The last thing he remembered was trying to open the window to get the pilots out.

Seat 4A

The 63 year old male, stated they took off, climbed to cruise altitude, and he started to doze off. He woke to the sound of an explosion and the airplane rocked. He looked out and saw the left propeller embedded in the wing to the left of the engine. The cowling was ripped off and fuel was streaming out. The flight attendant had just finished serving beverages. The captain told them they had an engine problem and were to return to Atlanta for an emergency landing. The flight attendant reassured everyone that the plane was capable of single engine flight. He commended the flight attendant for

“exemplary behavior.” The flight attendant remained calm, gave instruction and demonstrated with each passenger. She checked with the emergency exit rows-- a woman in 5B did not want to sit there, and a man from the back of the cabin changed seats with her. The flight attendant asked passengers to pull down the shades on the left side. He stated that he had no sense of timing. He said he felt a sudden severe bump” in retrospect, possibly hitting the trees.” He said that when they hit the ground, he realized, “this was not an emergency landing--we were crashing.”

He remembered looking up at the sky from his seat and he saw flames outside on top of the airplane. A piece of the fuselage was on top of him. He said that a fire was to his right side and the cabin was open all around except for some fuselage on the left. He noted there was no fire until after the airplane came to rest--the onset of the fire was sudden--he saw huge flames behind the cockpit and the air turned black. His colleague (seat 3B) moved the debris from him, pulled him out of the hole, pushed him down on the ground and put the flames out on him. His colleague and a female helped him and others move about 60 yards away from the wreckage. He remembered a woman in the wreckage behind him screaming for help and he noticed that he had one shoe off and one shoe on and his shirt was ripped. Outside, he was too hurt to move, and he sat about 60 yards away and watched local citizens using a sledgehammer trying to break into the cockpit with flames coming up behind them. Rescue workers appeared and took over. He said that he was concerned that the fire trucks did not immediately drive up to the accident scene. They parked a distance away and tried dragging the hoses across the field to the scene. The firefighters donned their gear not too quickly, they took the most critically injured

first, and periodically checked on him asking if he was okay, saying they hadn't forgotten him.

Seat 4C

The 40 year old passenger, stated that about 30 minutes into the flight as she was reading a book she heard a loud sound and then felt a bump. She said she looked out the left window and said the "whole engine housing was gone, all I saw was scrap metal." She said that soon after the engine stopped, she heard over the public address system the pilot say, "don't panic, we've lost the left engine and we're going back to Atlanta." Then the flight attendant came around and shut the left side window shades so people wouldn't look out. The passengers believed the scrap metal might fly into the cabin and that the window shades could keep the metal out of the cabin. She said the crew was very professional, they kept people from panicking. She said they flew about 10 more minutes without the left engine. She said they practiced the brace position and that she was barely in the brace position when the impact occurred. She felt a major jolt, and a few bounces. Once the airplane stopped she was shaking and disoriented. She said there was a large man lying on top of her. She was tilted about 40 degrees to the right. She pushed the man off her (she assumed it was the man from seat 4A). She walked forward, the right side wall of the cabin was gone, and she egressed there. After she egressed she realized that she was soaked with fuel. She said she helped pull the passenger who was on her after the impact from the wreckage because he was stuck. She said he was on fire and she rolled him in the grass. He was petrified and she told him that she wouldn't leave him. As she

was leaving the airplane she noticed flames around the cockpit, at the front of the airplane and was in a hurry to get out.

Seat 6A

The male passenger, stated that when he left Atlanta it was raining so he was a little nervous. His seat was next to a window, adjacent to the back edge of the wing. During the climb, the weather looked better and he started to relax.

He estimated that they were at approximately 13,000 feet and everything was okay when all of a sudden he heard a small explosion, followed by a shuddering or shaking of the airplane. It did not sound to him like anything had hit the airplane, and the airplane lost a "little bit" of control. There were gasps from the other passengers and everyone looked out the left window.

When he looked through the window he could see that the inside of the engine was exposed, the "guts" of the engine. He could also see a black square plate with no propeller attached. He was looking at the outer casing of the engine, the blunt end where the propeller was "seated," and the shaft was rotating. He could see the entire propeller two or three blades wedged against the front edge of the wing. The propeller looked as if it was removed from the front of the engine and placed on the front edge of the wing.

He said the propeller was lodged on the front edge of the wing with a conglomeration of metal attached, outboard of the engine. One propeller blade was pointing 45 degrees towards the cabin and the other blade 45 degrees towards the wing tip. He said there seemed to be large amounts of fuel, liquid with no color, leaking overboard. He said that things finally settled down and the pilot regained control and the flight attendant was magnificent. The flight attendant announced that the airplane was capable of flight on one engine and she gave everyone individual instructions on the emergency situation. She gave everyone a sense of relief. No one panicked. He said he felt the airplane turn around. He believed that they were airborne for about 7 to 10 minutes before the crash.

He stated that the flight attendant told everyone to assume the brace position for an emergency landing. As they approached the tree line he put his head down. He felt jolts and vibrations and felt physically being torn apart. He said that after 3 to 4 seconds he opened his eyes and was hanging by his seatbelt because the airplane was tilted (the 2 seat section was below him on their side). He saw a huge opening where the cockpit should have been. He glanced out of the hole and saw an open field and noticed a fire starting. He was still trying to get his seatbelt released but could not so he started to scream for help. He said that someone helped him and he walked out the hole. The fire was starting to develop on the left side where the airplane broke apart behind row 3.

He stated that when he got outside he checked himself, and saw a few other people. He walked around for about 5-minutes and saw other passengers on fire. The

flight attendant was trying to help passengers as best she could. The flight attendant told him to take his shirt and pants off to help her extinguish a burning passenger. The flames would not go out even after the flight attendant rolled the passenger on the ground. The passenger chose to ride to the hospital with a citizen who volunteered to help rather than take up room in an ambulance which he felt was more needed by fellow passengers.

Seat 6B

The male passenger, stated that at about 1245, he heard a loud bang. He looked out the left window and saw the propeller resting against the wing, and the cowling was gone and noted liquid “gushing out”. The flight attendant told everyone that the airplane could fly on one engine and that they were turning around and going back to Atlanta. The flight attendant told the passengers to take out the emergency paper work [safety briefing card] from the seatback. She went through it with them telling how to brace for impact. A few minutes later while everyone’s head was down he said he looked out the right window and saw the ground coming up. He said he never felt them hit the trees but shortly after he felt them hit the ground and skid. He said the airplane broke apart and came to a stop. He said he saw a male passenger exit the airplane and he undid his seatbelt and followed him out. He said he helped other people out of the airplane and got them away. The passenger saw the fire starting in the area near the cockpit and later saw the others trying to chop a hole in the windscreen, with a hatchet and pieces of the wreckage, to extricate the pilots.

Seat 6C

The 35 year old male passenger, stated that they had been in the air for several minutes. He said that he heard a big “pow”. He was sitting one row behind the emergency exit. He said he looked through the window on the other side [left side] and could see that the engine had exploded. He said the casing had blown off and the engine propeller was not turning. He said fuel or some sort of liquid was spraying out of the engine area. He said that someone announced that they had lost an engine and were going back to Atlanta and that they could fly with one engine and would make it back. He stated that the flight attendant made the emergency briefing checked the passengers to insure they were in the proper brace position and came through and checked everyone. He said she also talked a lot about the emergency exits and made sure there was somebody in that seat row that knew how to use them.

He said that shortly after they turned around they were told to assume their brace position. The flight attendant announced that it may be kind of rough. He stated they hit the ground, bounced, and hit the ground again. He said that people and seats fell on top of him because he was on the bottom. The wreckage of the airplane cabin was situated so that the left side of the cabin was facing up. He said he was pinned below everything and could not get to his seatbelt. He could see the opening in the fuselage and the flames. He said there wasn't much screaming and that everyone was trying to get out. He said that as he was getting out he saw a man under some seats, and uncovered him and he thought the man was dead. There was a man above him still strapped in his seat asking for help and he

unbuckled his seatbelt and helped him out. He said there were flames all around them and they had to jump through them to get out. He said people everywhere were on fire and the fire would not go out. He also recalled hearing a female voice yelling to move as far away from the airplane as possible. He said the flight attendant was calm and reassuring and could not do anything more than she did.

Seat 7B

The 37 year old male passenger, stated that they had just taken off, and the flight attendant was still in her jumpseat. He said he heard a loud pop which sounded like a “great big arm slapped us”, almost like they had hit something inflight. He said the cowling ripped off the left engine and the engine was “dead.” He said the propeller came to a dead stop, was not wind milling, and the propeller blade was bent back and embedded into the left wing. He saw fuel spraying or streaming over the left wing. He said the captain announced that they were returning to Atlanta. He said the captain called the flight attendant on the interphone and she sprang into action. He said there was never any fear in her eyes, she was “fantastic.” He said the flight attendant told passengers to tighten their seatbelts and to take sharp objects out of their pockets. She then instructed passengers on the brace position and moved a female passenger who asked to be moved from the exit row.

He said that shortly after the airplane impacted the ground and spun around, and skidded saw no flames but did see a crack in the fuselage and he went towards the light.

He said he walked over an overhead bin and said that he thought that he was the third person out of the airplane which by now was on fire. He said that he exited the airplane and walked around towards its nose. He looked back and saw no one else out and went back to help. He saw two women laying on the wing and he told them to get to safety. He said one of the women stated that she had a broken arm and another passenger pulled her off the wing and led her to safety. The flight attendnat was directing passagngers away from the airplane.

He said the first officer had broken a hole in the right cockpit window with a crash ax. He passed the ax to the passenger and the first officer said“ you can do better from out there.” The passenger said that the first officer was not hurt and he tried to help break the window with the ax but the ax handle broke. The passenger said the fire was growing in the cabin and the first officer looked holpless. He said the fire department showed up about a half hour before rescue showed up.

Seat 7C

The 37 year old male passenger stated that 15 to 20 minutes into the flight there was a “bang and a crash”. He said that of what he could see by looking at the propeller was that the front part of the left engine was gone and its cowlings were “flapping around.” He said the airplane shook violently for a while and then the pilot got it under control. The pilot said they were heading back to Atlanta for an emergency landing. He said the flight attendant was very calm, and that she started going over the drills. He said

everybody paid “really close attention” and there was no panic.

He said that when the airplane came down through the clouds he could see tree tops and houses and felt they were going to make a landing but he could not see a runway. He said that when they hit he remembered them sliding on the ground. He said that he was on the bottom and hoped that his window did not break, and it did not. He said that when everything stopped, everybody was on top of him including seats and one male was still fastened in his seatbelt and he unbuckled him to get him down. He said he did not remember the fire being that great. He recalled another male passenger was under some seats and that he tried to help him but the flames were too great. He jumped through the flames and landed on the ground, he said his pants were on fire and he could not extinguish the fire because there was fuel on them. He said he tried to undress and tried to get the fire to go out. He started running across a field and looked back and saw people totally engulfed in flames. He said there was nothing he could do for them. He said that while he was in the middle of the field a women helped him. He was in and out of consciousness after that and could not remember anything else.

Seat 8C

The 28 year old male passenger, stated that during the takeoff he started to doze off. He said he was startled by a loud boom. He said there was no wind down sound coming from the propeller “it just stopped like it hit something.” He said that he believed everything was going to be okay because the right engine was running. He did not hear the

cockpit call the cabin and tell the passenger that they were heading back to Atlanta.

He said the flight attendant did a great job she kept everybody calm. He said that some passengers were nervous and pulled down their window shades. He said that the flight attendant showed everybody the brace position and walked through the cabin and made sure they were doing it right. He said everybody took out the emergency briefing card and reviewed the emergency exit information and recalled seeing the passengers in row 5 and 10 switch seats. He said that just before the crash he heard the flight attendant yell “brace” and to “keep your head down.”

He said the airplane hit the ground, like the initial bounce upon a touch down for a landing and then the airplane ripped apart. He said the airplane slid on its side and that the seats on the left side of the airplane were no longer attached to the airplane. He said the airplane came to a halt, he unlatched his seatbelt and fell down onto his side. He said he tried to get the rear exit open and “it wouldn’t budge” because the door was facing the ground. As he started walking forward towards an opening he helped a passenger and yelled for others to get out. He said he heard a “mini-explosion” and the fire was getting closer. He believed the airplane broke apart at row 2, and he exited the airplane through that opening. He said he saw people whose clothes were on fire; he took off his shirt and tried to put the fires out, and rolled people in the grass. He said he believed that it took the rescue squad about 10 to 15 minutes to arrive at the scene. He said he thought they were at the edge of a runway and could not understand why there was no one there to help.

4. Aircraft Wreckage/Damage

4.1 Description of Site

The airplane crashed in a field about 4 1/2 miles south and west of the West Georgia Regional Airport near Carrollton, Georgia. See Structures Group Chairman's Factual Report of Investigation for more details.

4.2 Fire Damage

The airplane came to rest in a grassy field about 500 feet from where it first impacted along a 330 degrees heading. A post crash fire consumed the entire cabin area and over most of the cockpit. The grass area around the airplane was burnt adjacent to the cabin and cockpit area. There were three distinct areas which sustained fire damage near the wreckage, the most severe was located in and around the cabin and cockpit, a secondary burn pattern aft of the cabin, and a third burnt area where the grass was singed located farther back along the direction along which the airplane slid.

An examination of the cockpit revealed the fire damage extended forward to the crewseats. There was evidence of charring on the underside of the floor and vertically on the side walls. It was noted that both side windows (EMRRAER 163600-0m DOM 10-88) were jammed in their window frames and immobile. There was a hole where the window was located at the first officers window. Fire and Rescue personnel indicated the window was removed by fire fighters after considerable effort in their efforts to extricate the first officer. The window frame was bent slightly inhibiting movement of the window

by the actuating handle.

The cabin was articulated on its left side and was destroyed by the post crash fire.

.3 Damage to Airplane

The airplane was destroyed by impact and subsequent post crash fire, including the cabin and cockpit seats, flooring, sidewall panels, overwing exits and overhead bins. (See Structure Group Chairman's Factual Report of Investigation for structural damage.)

5. Medical and Pathological

5.1 Injury Table

	Crew	Flight Attendant	Passengers	Total
Fatal	1	0	7	8
Serious	1	1	11	13
Minor	0	0	8	8
None	0	0	0	0
Total	2	1	26	29

5.2 Fatal Injuries

Autopsy reports have been requested and information will be included when the information is made available.

Survivor Injuries

Medical records have been requested and information will be included when the information is made available.

6. Emergency Response

6.1 Search and Rescue

The airplane crashed into a field during daylight hours and search operations were not conducted because the accident was witnessed by several persons and the accident site was known.

6.2 Witness Statements

One witness stated that he was outside his church and heard an extremely loud noise that caught his attention. He said it sounded like a helicopter about to stop, there was a lot of popping noises. He said the air and everything was vibrating--he could feel it. He said he looked up and saw the airplane coming down and banking left and he heard a rapid "boom-boom-boom..." sound. He could not see the airplane, but he could hear the airplane throttled back sound and it then seemed to smooth out. He said then he heard the trees cracking and a few seconds later he heard a "whoop" and a "boom".

Another witness stated that he saw the airplane about one mile before the crash site. While he and his wife were sitting on their screened-in back porch. He said they heard a loud engine sound, and he thought it was a military helicopter. He said they saw the airplane and then walked outside. He said the airplane was extremely low and was

approaching his house from the northwest. The airplane was low enough that he could read the name and see the colors and that the airplane was in a slight left bank. He said there was no engine sputtering or wining sound. He did not notice if the left propeller was spinning but did notice that the left engine looked different, he said it looked like something was peeled off it or missing. He said the engine was black and that he did not see anything hanging or flapping off the wing, and that he did not notice any liquid or smoke coming from the engine. He said that if the airplane had not crashed he would not have known that there was a problem.

6.2 Rescue Operations

6.2.1 Carroll County Sheriff's Department

Deputy Pope the first to arrive on-scene, stated that he was dispatched at 12:54 and arrived on scene at 12:59. When he arrived on scene, he parked at a house, located to the northwest of the accident site and ran down to the airplane. Upon approaching the airplane he saw a passenger chopping at the first officer's side window with a small ax, later identified as the airplanes crash ax. The passenger gave him the ax and the deputy began chopping in an attempt to free the first officer who was trapped inside. He stated that he got approximately 10 swings in with the crash ax before the handle separated. He then saw a local person and ordered him to locate two axes from one of the neighbors. Deputy Pope never saw nor heard any noise from the captain, and thought that the first officer was the only one in the airplane. He said the first officer then began sticking his

head out of the small opening in the window and told him to tell his wife that he loved her. He said he reassured him that he would be saved soon. He said the first officer attempted to stick his forearms and his head out the small opening but it was much too small for him. The local person returned with the axes and they both began chopping on the side window screen. The deputy said the cockpit was full of black smoke and the first officer said that "I'm burning" and very calmly never made another sound. He said a fire truck arrived and a hose was brought to the cockpit. The deputy said the local person's ax had broken and the local person went to a fire truck to get a heavy duty fire ax. He said water was being applied to the first officer but the fire was not being extinguished. The deputy stated that the entire time he was near the airplane he heard a continuous roar from behind the cockpit. He stated that from his fire fighting background, he believed that the airplane was about to explode and believed that the sound he heard was from the oxygen bottles. He said the fire department went around the back of the airplane and removed the first officer, and then after the first officer was out he went to the road to help keep "gawkers" away.

6.2.2 Carroll County Fire Department

Fire Chief Chadwick stated that he received notification from the 911 dispatcher and that it took about 5 minutes to arrive on-site. The Chief stated that he was the on-scene operations chief and that Chief Thomas was the administrative chief on-scene. He stated that when they arrived, engine 6 was the first on the scene and that they laid two 1

3/4" lines to the first officer's location. He said the second unit Engine 7 stopped at a hydrant and passengers and spectators helped to run a 1000 foot, 3 inch line to Engine 6. He said that fire fighters grabbed a fire ax and chopped at the front windscreen. Fire fighters attempted to remove the first officer from the rear of the cockpit. The cockpit door was light weight and was easy to tear away. A mass of wires was behind the first officer and fire fighters smashed them aside. He said the first officer said "get me out of here". He said the first officer could not be easily removed because of his fire injuries. He said the captain was seen and it was obvious that he had not survived and they did not attempt to rescue him. The Chief looked for the first officer's seat restraint release but the seat would not budge. The Chief grabbed the top of the airplane and placed his feet on top of the seatback and jumped up and down until the seat folded back. The first officer was removed on a backboard and treated by Emergency Medical Technicians.

Chief Chadwick stated that approximately 500 gallons of water and, 5 gallons of "fuel buster" was applied to the right wing.

6.2.3 West Georgia Ambulance

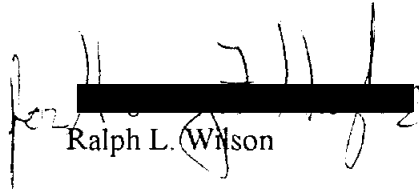
The Director, Mr. Norton, stated that he was dispatched by 911 and was advised that there were probably 20 plus patients. He announced that every available EMT unit was to respond to the scene. When he arrived on scene there were two trucks and two ambulances on-scene. He said that he drove a one man truck and was approached by an EMT when he arrived and was told that there was a severely burned female at the far end

of the field. He drove to that location and saw that another EMT was with her and gave him some extra supplies. He stated that he established a triage area at the back of a house where the grass was cut low, and then requested more EMT units, supplies and air support. He stated that man power was limited but that every patient had someone with them.

He stated that people were loaded into ambulances and that there was no waiting. He stated that the bulk of the patients would be taken to the Tanner Medical Center and that Bowden Hospital would take the rest. He stated that 8 ambulances responded from Carroll County, 6 from Harrollson County, 2 from Douglas County, 1 from Atlanta West, 1 Lifeline and 1 from Clark County. He stated that there were 9 ambulances remained after all of the victims had been transported.

Other

During the on-scene investigation the Survival Factors Group examined evidence that the area of the first officer may have been intensified by the release of oxygen from the cabin and cockpit oxygen system. The group examined the passenger and cockpit oxygen system and agreed that the oxygen line leading from the oxygen cylinder to the cabin had separated with the fuselage. The group's examination of the line found no evidence to indicate that this area of the cabin fire was exacerbated by the release of oxygen into the cabin.

A handwritten signature in black ink, appearing to read "Ralph L. Wilson", is written over a solid black rectangular redaction box. The signature is somewhat stylized and overlaps the box.

Ralph L. Wilson

Report Writer