



RECORD OF CONVERSATION

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Date: 02/25/2012

Person Contacted: Summary of First Officer's written statement to operator.

NTSB Accident Number: WPR12LA119

During the earlier part of the flight they had encountered periods of continuous light chop, and therefore the seatbelt sign was still illuminated. At one point the Captain had asked the flight attendants to remain seated, but that was during a time of common and unremarkable conditions, and was done as a general precaution. At the time of the event the flight attendants were performing their service duties, and the passenger seat belt lights were still on, and the air had been completely smooth for about 30 minutes. The flight crew had not been given any indication from Center about anything but smooth air, and they had not heard any comments from any other airplanes indicating that anything other than smooth air existed ahead. The encountered lasted for less than five seconds, and was considered light turbulence by the First Officer. The turbulence was coupled with the airplane rolling left less than 10 degrees of bank angle, and then the auto pilot corrected back to center, briefly overshooting the wings level position. The First Officer happened to have the service interphone volume selected, so he overheard one flight attendant telling the other that her hand was injured and that it was swelling. The First Officer stated that if the injury had not taken place, he probably would not have even remembered the rough air had he been asked about it later. The only thing that seemed slightly unusual was that the airplane rolled slightly as it hit the rough air. He felt that it was very similar to flying through the wake of another aircraft on departure, where the plane bumps and rolls simultaneously. He therefore assumed that the airplane had hit some wake turbulence of a preceding or crossing aircraft.