

DCA10IA001
Minneapolis, Minnesota
October 21, 2009
Northwest Airlines, Inc.
Airbus A-320-212, N374NW

Attachment 1

Flight Attendant Statements
(4 Pages)

Name: Barbara Logan

Employee # [REDACTED]

Date: October 21, 2009

Flight 188 SAN-MSP A320 B-Galley Aft

Briefed before flight. Normal procedures.

Called during flight to cool off cabin.

Called "turn on seat belt sign".

At about 8:15 PM I called Pilots to find out arrival time - we had been told 8:01 PM. Pilot said "we would be in at 12 Greenwich time". I said I did not know the time - he said I was hosed and hung up.

Bonnie the lead was on her way to the back - told her pilots answer and she said that would be 9PM. Bonnie called from forward phone at 8:30 PM - hung up on, once called again got gate info. for Amersterdam. I was there when she called. Given prepare for cabin - landed at 9:15 PM. Met at gate by Police and other officials, and passengers asked to be seated and then deplaned. We had done arrival duties and left airport.

[REDACTED]



October 26, 2009

Crew started out the day in MSP on flight 187 flying to SAN. There was a change in flight deck crew out of SAN. I introduced myself to the FO and Captain assigned to flight 188. Had a conversation with the Captain about turbulence from MSP to SAN and asked about any turbulence from SAN back to MSP. He informed me that flight 188 would be taking a different route and that he would keep us informed about turbulence. There was nothing unusual or concerning about the interaction.

We left SAN late. Our flight time was estimated at 3:12. Aside from the delays, the flight was uneventful. Approximately around 8:00 pm, we started to wonder when we were going to land (there had been no communication from flight deck - we had not felt an initial descent). The FA in galley position called the flight deck but got no definitive answer to her question regarding arrival time. I felt that we had been in the air longer than anticipated but had no information about what was actually happening. A little later the flight deck made an announcement about landing but even after the announcement we were in the air longer than normal.

Upon landing, we disarmed the doors and received 'all call'. Passengers got up and started removing bags from the overhead bins. There was a PA that announced passengers should remain seated. Then there was a PA telling passengers they could deplane. I was in the back galley at this time. I could see individuals, including police officers, coming onto the plane and standing in the front galley but did not know why. Barb and I answered passenger questions and waylaid concerns about the unusual deplaning process, connecting flights, etc.

I walked to the front of the plane with the last passengers to deplane. The flight deck door was open and I saw the Captain in his seat in the flight deck. There were 2 or 3 individuals standing at the flight deck door along with the lead flight attendant. I walked off the plane. I talked to 2 police officers standing in the gate area who could give me no information about what had happened. I went to the crew bus.


Carol Jones
Employee # 
NWA Flight Attendant

Flight 188 SAN-MSP 10/21/09

Met and briefed with pilots before flight boarded. We discussed logbook "mel" of aft lavatory. We covered operation of flight, and covered briefing list.

Captain used lavatory around 7:00pm
Barb Degan called around 8:10pm to find out arrival time in MSP.


I called around 8:15pm to get AMS gate information, because we have so many passengers connecting to this flight.

We were told when Barb Degan called we would land at 9:00pm. I called back once more 8:30 to get AMS gate. I received the information at that time.

We arrived in MSP at the gate. The aircraft was met by gate agent and officers also chief pilot. I had no idea why we were met by officers and other officials. I was told later.

It is not uncommon for flight 188
to be late, due to runway construction,
ATC delays, and weather.

Sincerely,


MSP flight attendant