

Docket No. SA-532

Exhibit No. 6-B

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Attachment 1

Flight Attendant Statements

(7 Pages)

File #1549 Safety Event Report
Date of event January 15, 2009
Type of aircraft: A-320 Aircraft #106
Crew: Captain Sullenberger
First Officer Skiles
Lead F/A Dent
"B" F/A Welsh
"C" F/A Dail

Approx. time of incident: 1530
Report prepared by F/A Dent

After a brief ATC delay at LGA we were cleared for take-off. Both F/A Dail and I heard a loud "thud" during initial climb out. Then all engine noise seemed to cease. There was an intermittent clapping metallic sound, as though the engine fans continued to rotate. The cabin was extremely quiet. F/A Dail asked "what was that?" I replied that it may have been a bird strike. She then said she saw smoke in the aft cabin and we smelled an electrical burning odor. I said this could also be the result of a bird strike. Not long after Captain Sullenberger announced "brace for impact." F/A Dail whispered to me, asking "what did he say?" I replied "brace for impact." F/A Dail and I immediately began to shout our brace commands.

Following impact and the evacuation order from Captain Sullenberger, F/A Dail and I began evacuation commands: "Release seat belts, get out." Then "leave belongings come this way."

When approaching my exit, I noticed movement through the portal window. I shouted to F/A Dail to wait, that we were still moving. I then realized the movement I saw was water. I then shouted "we have water on this side" and opened the IR exit. The slide did not automatically deploy, so I pulled the inflation handle. F/A Dail and I shouted "Don life vests, come this way." In the interim, a passenger jumped into the water at the IR door before the slide was inflated.

Immediately after the slide fully inflated passengers began boarding. A young man came forward, wet, and wearing only hip bump and t-shirt. Shortly after he boarded the raft another passenger shouted asking for blanket and life vests. I threw my sweater into the raft and began looking under seats for life vests. I found a few vests and tossed them into the raft. I then retrieved my own vest and F/A Dail's. We both donned them and continued evacuation procedures.

When again looking for life vests in the coach cabin I saw F/A Welsh coming forward. I stepped out of the aisle to allow her to pass. After tossing a few more vests into the IR slide I heard a female voice shout for help. Looking down the aisle I saw an elderly passenger and her daughter, a passenger that I helped to board earlier. I ran back and assisted the passenger to the front of the A/C. F/A Dail then helped them into her raft. During this process both Captain Jullmberger and First Officer Skiles came into the cabin to assist with the evacuation. Captain Jullmberger saw that the slide at the IR was full and said that the slide needed to be released from the A/C. I did so, noting that the lanyard

connecting the slide/raft to the A/C seemed too short. Once Captain Aullemberger, F/O Skiles and I were the only people on the sinking aircraft, I shouted that we needed to leave as we were "taking on water". I exited at the LH door into the raft, followed by the captain and F/O.

Our slide was quickly evacuated by the N.Y. ferry, the first one appearing at the far end of the slide, the second at the boarding end of the slide. Captain Aullemberger and F/O Skiles held a rope attached to the ferry to steady the raft and allow egress. Again, they were the last to be rescued.

On January 15, 2009 I was on flight 1549 from LGA to CLT. It was the last leg of a four day trip. Everything during the boarding process went normal. I was the B flight attendant in the back of the aircraft. Shortly after takeoff I heard a loud thump, I smelled a burning which I thought was an electrical fire. I got out of my seat to look out the windows and check for fire. I tried to call the two flight attendants in the front and the PA system was inoperative. I saw Sheila who was standing in the front also trying to call me. At this point I assumed since we were flying low that we had lost an engine and would be going back to LGA to land. I saw Sheila sit down and assumed everything was fine and I went back to jumpseat. Shortly after I was strapped in I heard Capt. Sullenberger say "brace for impact". I began shouting my commands. Some of the passengers were in brace position and some appeared to be making phone calls. After impact my first memory was seeing the oxygen masks had fallen from the ceiling. When I got out of my jumpseat the direct view seat would not close. I went to the 2L door and to access the situation and to my surprise I saw water. I realized the water was too high to deploy the raft so I turned around to direct the people forward. Just then a panicked passenger ran past me to the 2L door and started frantically grabbing at the door while yelling "open it, open it". She managed to crack the door slightly but was unable to completely to open it. At this time I grabbed her and threw her away from the door. I tried to close the door completely but could not. I went up and started directing the people forward. I went back to the door a second time to try and close it but could not again. By now the water was rising very rapidly and the passengers seemed to be not moving forward. By this point the water was chest high. I

turned around and started screaming for everyone to move and advised though who were able to climb over the seats because I did not think we would have enough time if everyone went through the aisle. I pushed a few people in the back who seemed to be in shock to get them to move while screaming at them to go forward. By the time I reached the wings I thought we may have a chance to make it. I looked to the front and saw Sheila guiding passengers onto the 1R door raft. I walked up towards Sheila and started feeling faint. I looked down and realized my leg was covered in blood. I grabbed a life vest from seat 1C and went into the raft. Shortly after I got onto the ferry boat.

Doreen Welsh

[REDACTED]

April 16, 2009

April 16, 2009

Flight 1549 Statement from Sheila R. Dail:

I was on a 4-day trip, pairing #29412, which originated January 12, 2009. I worked "C" Position. My jump seat was at 1L inboard.

On January 15th, we were in LGA scheduled to work LGA – CLT. This was the last leg of the trip.

Flight 1549 was scheduled out at 1445 but due to our late arrival, full flight, etc, we were late departing.

Shortly after a normal takeoff, I felt a noticeable "thump" and the cabin became quiet due to no engine noises. I was seated beside Donna Dent who was also at 1L outboard. I whispered "what was that?" and she said "probably a bird strike".

We seemed to level off and I noticed a metallic smell, an odor of burning metal. I leaned over to look down the aisle and could see a light haze of smoke. I saw Doreen Welsh, F/A "B" at her jump seat and she seemed to signal with her arms. I picked up the interphone to call her but the call didn't connect.

Seconds later, Captain Sullenberger came over the p.a. and said "this is the Captain, brace for impact". Donna and I assumed our brace position and began to shout our commands. We started with "Brace, Brace, Heads Down, Stay Down" but Donna switched to "Grab Ankles, Heads Down, Stay Down" and I followed her lead.

I glanced out the passengers' windows and could see we were over water. I assumed we were headed back to LGA and were approaching a runway.

The plane hit and I thought "that wasn't so bad". The plane swerved a little and I thought to myself that the landing gear wasn't down.

Captain Sullenberger said "evacuate" and Donna and I got up from our jump seats. I went to 1R door and assessed the conditions. Donna told me to wait, we were still moving. Then she said "no, we're in the water". I had seen water but my exit was above water level. I had no obstructions so I opened my door. My raft inflated automatically. My door didn't latch open but the raft kept it from closing.

I held onto the handhold in the galley so I could look down the aisle and began yelling "come this way, leave belongings, don't life vests". Donna was also yelling the same commands. Passengers came forward going out both exits 1L and 1R. My raft had a gentle slope so it was easy to walk onto. I was still concerned about my door not latching against the fuselage so I asked a passenger for his assistance in holding it open. He complied and stood on the raft while passengers continued to evacuate.

At one point, no passengers were coming forward. There were passengers clustered at the window exits waiting their turn to exit. I yelled as loud as I could, "come this way" and several passengers began to come forward. Doreen Welsh, F/A "B", came forward to my exit. She had blood on her life vest and on her mouth and she appeared to be in shock. She exited onto my raft.

Donna went down the aisle to meet an elderly passenger and her daughter. Donna guided them up the aisle and I took them to my exit thinking they could get help on my raft. I looked down the aisle and could see water at the exit rows. This was the first time I realized we were taking on water. I asked Captain Sullenberger if we were in shallow

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water and he replied "No!". I didn't see any passengers remaining on the aircraft, so I exited out 1R and onto the raft.


The first thing I noticed when I boarded the raft was Doreen being assisted with her leg wound. Captain Sullenberger came to my door and said he was going to detach the raft and he wanted a head-count. I got the attention of a passenger at the other end of the raft and he began the head count. The ferry arrived and our head count was not completed. I couldn't find the knife to cut the mooring line so we yelled for one of the ferry crew to throw us a knife and they did.

There was also a ferry approaching the wing - aircraft right. We began to help maneuver our raft over to the boarding steps on the ferry. Several of us lifted Doreen and the elderly passenger up to the ferry steps where they were assisted by crew. Someone said "women and children first" so the women evacuated the raft. I remained on the raft and directed passengers to go ahead of me until there were only about 4 or 5 men remaining. They told me to go ahead and I did.

On the ferry, I saw Doreen being attended to and groups of passengers (mostly men) standing around calm in demeanor. One female passenger was crying and was being comforted by another passenger. I assured her she was okay.

We arrived at the ferry terminal and were directed inside. Red Cross and First Responders assumed responsibility for the passengers and crew.

Sheila R. Dail


4/16/09