

Exhibit Number: 6-B
Docket Number: SA-509

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

Interview Summary of Flight Attendant Richard Demary
(22 pages)

NOTE: Sorry it took so long to return this. If there is anything else I can help with please call me. Hopefully my words in my memory will be completely returned.

The following is a summary of the Survival Factors Group's interview with RICHARD DEMARY

SEX: MALE
LOCATION: "A" F/A
FORWARD DOUBLE JUMPSEAT
OUTBOARD POSITION
AGE: 31
HEIGHT: 5' 8"
WEIGHT: 180 LBS

* We were doing a Columbia turn from Charlotte, I seem to remember it being a full flight when we got down to Columbia. I think we had a deadheading crew going down to Columbia. We cleaned the airplane.

* The agent said it was booked full, so we tried to get as much done and cleaned, then they started boarding.

* I remember one passenger boarding later than everyone else. I think they shut the door right behind her.

* Karen was the person briefing the emergency exit rows, which she did on that flight. I checked the cabin and it was cleared for pushback I told the captain that.

* I don't remember giving the lap-child count. Karen had brought up the count to me as 48, I think. From what I remember I don't know if that included the lap-child count or not.

* The captain had said in his briefing that he wanted the actual count on the airplane. He wanted to make sure that the count coincided with that of the agents.

* So now we pushed back and everything was normal. It was a routine flight. We did the demo as planned.

* There was no one in First Class, so we didn't have to repeat the demo.

* It was an express beverage service, so we didn't have to take anything out. It was a very short flight.

* The captain came on and said we are making the approach so clear the cabin. The seat belt sign came on. Shortly after it came on I read the CLT connection list. I made a final and of course the seat belt advisory.

* I personally did the announcement. I always have a standard announcement prior to landing. Karen and Shelly cleared the cabin as they went back. I poured coffee out of the pots.

* I took my jumpseat when she came up. And she took her jumpseat. Everything appeared to be normal.

* We were both in our brace positions. At certain points I remember looking out of the window on the door and notice quite a

bit of rain. It seemed that the weather had deteriorated considerably since the last time we left CLT.

* So I did notice that and I did notice how dark it was. That happens all the time when bad weather sets in. It seemed to be a normal approach.

* We came in, and, the power was applied and we came back up. I'm not sure which took place first, I think they were both simultaneous. The nose came up, and the power was full.

* I remember seeming as though it took a right turn. Just a little bit of a right turn. I had gone through go-arounds before and at that point it seemed to be normal. All the procedures seemed to be normal.

* I also have a private pilot's license. I do have a little bit of knowledge on certain things and I have flown a lot. I have had go-arounds before and this one didn't seem normal. The power seemed extraordinary, the nose was up, and it seemed like a right bank, but it didn't seem like we were going anywhere. On a normal takeoff you feel the gravitational forces on you, and at one point it did, but then it felt like a sinking feeling. It just felt like we weren't going anywhere.

* At that point I took my seatbelt, ~~fastened it~~, gave it an

3 SEAT BELT WAS ALREADY FASTENED.

extra tug. I wasn't sure about the turbulence. (~~I just reached in my brace position.~~) I'm not sure what this means.

* Instantaneously we just hit. It was just snapping, it just snapped. A bunch of loud noises. Almost immediately after that, I remember turning a little bit then there was a tremendous impact. I don't know whether we hit something, or something turned the airplane, or that I turned on my own. I didn't turn on my own

power. I remember just an extremely violent impact. *AT THAT SECOND IMPACT, the airplane opened to the outside. I do remember the very loud noise of rain, wind and general "CRASHING" sounds. I do remember the PAIN of feeling the wind & rain.*

~~At that point I don't remember anything till we were still when the airplane came to a stop.~~ I do remember seeing light - just as it opened up. I can't say if I opened my eyes, because I don't remember if they were closed. I just remember seeing openness. It was extremely quite. *AFTER WE STOPPED.*

* I immediately reached for my seatbelt, as did Shelly, and began yelling "Release Seat Belts, Get Out, Release Seat Belts, Get Out". At that point our main thing was to get out of our seatbelts.

* I did notice fire.

* I had a hard time getting out of my seatbelt, because that particular seat belt is one long strap and when you tighten it

the belt comes over. And because it was over on my hip, I'm not sure if it is because I tightened it or because of the impact, that the belt had moved. It moved, I was searching for it here (pointing to middle) and in actuality it was here (pointing to the area on his hip). I had to look to get it off. I got out of my shoulder strap.

* My feet got caught. I got my feet out. I remember yelling: "Release Seat Belts, Get Out" along with Shelly. Shelly then said "I can't get out, my legs are broken, I can't get out". She couldn't get her seat belt undone. Whether she couldn't find it as well, or what ever. Once I got my self out, I reached, I unbuckled her seatbelt. She had already gotten out of her shoulder strap. Her legs were such that she couldn't move. At that point I grabbed her, almost like a hug, pulled as hard as I could. She came out, she fell. My strength wasn't great enough to pick her up.

* I did notice when I was unfastening her seat belt, the captain was climbing out of the cockpit door. Whether that was the time it was I'm not sure. It looked as though he was coming out the cockpit door. I didn't see the first officer.

* Shelly was on the ground. I grabbed her with one arm and with all my might, and drug her away. I didn't see anybody, I didn't see the rest of the airplane. I just grabbed her wrist and

I don't remember for sure that
the first officer was there with the captain,

drug her away. ~~The first officer~~ and the captain followed her,
and I laid her in the grass.

* From that point, I was trying to visually see where the rest
of the airplane was. I remember running just to find anybody to
help. There was fire at the time. I remember running on the far
side of the cockpit down the street a little ways. I remember
taking off my tie and throwing it on the ground. ~~I saw the tail~~
section. I saw the tail section ~~and~~ since I was on the right
side of A/C, near the engine, from the point of taking off my tie
to reaching the right side of A/C, I have very limited memory.

* I ran to the tail section, I was just looking for the main
part of the aircraft. Just anybody that might need help. (I didn't
see anybody laying on the ground.) I was looking for the airplane,
part of the fuselage. At the time of this interview I didn't recall
seeing bodies. But as time goes by, there are some flashbacks of
individual bodies on the ground.

* I ran around the back. The back engine around the tailcone,
the tail section was sitting right next to a fence. I remember a
small gate. This part right here (pointing to the area on a map).
was laying, it might have been this part right there, I thought
it was the engine (pointing to map) I thought it was the engine
right here. That part of the airplane that broke off right here.
I remember just on the right side of this engine was a hole. I
remember yelling: "Release Seat Belts, Get Out". At that point
when I was coming around the back, I didn't hear anybody. But
when I got to this side, there was a small fence right here.
(pointing to map)

* I had taken Shelly out of this area and drug her over here. Some place on the grass that I thought was safe (pointing to area on map). From this point I went to the right thinking that this is where I would see part of the airplane. I circled around and saw the tail. I didn't see the tail sitting on the house. I came back around like this (pointing to map). There was a lot of fire back in here, this area (pointing to map). Fire was spotted everywhere. It seemed a lot of fire right back here, or a lot of smoke. I assumed it was fire because of the smoke.

* I came back around here (pointing to map) and noticed a fence. There was a gate. When I came here there was an opening, just a very small opening. I thought it was the engine, a very small opening in front of the engine. I remember placing my hand.... I remember yelling "Release Seat Belts, Get Out". Just anything I could do. I remember someone yelling. When I got to this point I saw that there was a lady standing at that opening. She was holding her daughter. I picked up her daughter. I rested my arm on the engine, It must have been hot, I think that's how I got my burns. I grabbed her daughter and basically just drug her daughter, through her over the fence. Her mother was standing there. I grabbed her mother and it was hard to get her out. Whether there was and obstruction of not. I grabbed her, pulled her out of this section right here (pointing to map). Then

another lady appeared after the mother and daughter came out. There was a building back here and a fence (pointing to map). I believe I drug the mother and daughter away over in this area (pointing to map).

* I believe I came back when I heard a woman yelling "Get Me Out, I Don't Want To Die", she kept on saying get me out, I don't want to die. She was very difficult to get out.

* I kept on hearing pops, I was very worried of secondary explosions. I had a very strong desire to go back in but I knew that I shouldn't. My common sense, was telling me not to go back in there. I saw the smoke, it was too uncertain.

* I got that lady out she kept on saying "I don't want to die". I remember being very hard to get her out. I grabbed both her arms and pulled as hard as I could with my legs. Got her out, she said her daughter was still in there. I ran over here, I saw a woman and a man and told them to stay here (pointing to map). Stay with them.

* I went back and didn't see anything else. I didn't hear any voices or anything. I did hear pops which I thought sounded like little aerosol cans exploding, only louder.

* So at that point, I'm not sure if I ran around this side, I

do remember a fence being on this side of the house (pointing to map). I don't remember if I jumped over here. I remember being over here (pointing to map). The captain was yelling to me "She's Ok, She's Ok" because I was also yelling for Karen. I thought he was talking about Shelly. At that point I saw Karen standing here (pointing to map). Of course she was badly burned.

* At this point the fire trucks were starting to arrive. There were very few people there at the time. There was nobody except people living in the area. Nobody was in uniform.

I went into the house before fire rescue arrived.

* I saw a young boy standing here. He was in street clothes. I said to him is there anyone in the house. He said he don't know, so he and I jumped some hedges, jumped that, I kicked the door down because it was locked. I immediately thought that if its locked then nobody must be home. So I kicked the door down because it was locked and chances are nobody was home. We went into the area right here. This was the dining room. There was a table and chairs. There was a screen door. There was a screen door but it had glass window on it.

* I remember grabbing the door and trying to open it but there was so much debris in the garage area that I couldn't move it. The door opened to the outside, towards the garage. I remember breaking a glass part and remember hearing somebody yelling "Help me get out help me get out I can't breathe". It was a mans voice.

I was looking through there and I couldn't see anything. At that point I had an overwhelming feeling that there was nothing that I could do for him. I was inside the house at the screen door. I remember telling the young boy (14 or 15 year old) to go get help. I also remember hearing sirens.

This man did reply that he didn't have anything to cover his mouth with.

* I remember hearing his voice, yelling "Get me out, get me out" but I couldn't see him. I remember having my head in there looking, but the smoke was so bad, It was such a burning smell. I just couldn't breathe it in. I yelled to cover your mouth if you have something, try to relax and breathe slowly. I kept on saying try to relax, breathe slowly, stay calm. I tried to cover my mouth. At this point I ran out to try to get someone to help us a fireman or such. Someone who could be more assistance to this area.

* I don't remember what exactly happened but a man very bloody came by us and said that there were still people inside this area. The blood on his face was quite severe. I don't know how he got out.

* At this point I did assist in some other things. There were live wires down. The fire trucks were coming in. There was a telephone pole right here (pointing to map). The fire trucks where right here and they couldn't come through so a man from this area along with myself moved the pole out of the way so the

fire truck could come closer to the area. The pole was blocking the street. Swung it around to here so that the fire trucks could get in.

* I ran back around to the backyard, These people were gone so I figured that someone had helped them. I came back over to the front to be with the crew. At that point I felt that there was nothing more that I could do.

* I always took the brace position when I was sitting on the jumpseat. My head faces the back of the airplane, my hands and arms underneath down, palms up, my feet not underneath the jumpseat, just strait down. The seat belt securely fastened, tight.

* I seemed to notice that my head rested OK on the padding in back of my jumpseat where my head rests. I remember noticing that padding was OK. I have noticed it before but I didn't think that it was a problem. I seem to remember there being a small opening between the jumpseat. My head was fine as I rested it securely against it. A lot of time when I sit down on a jumpseat, I look down and see that the padding is kind of worn, the backs padding is kind of worn, but this one never crossed my mind.

* When I get into my jumpseat I fasten my belt around my waist and I work my arms in. It is usually tight around my shoulders.

It maybe tight getting into it but comfortable when I'm in to it. When we started to go around I gave my seatbelt a good tug. It had been centered, ~~be - about 2 or 3 inches off center.~~

but after that final tug it moved 2-3 inches onto my left hip.

* I knew that I was responsible for the Emergency Light Switch, I was flying "A". Like I say that when we first impacted I don't know what we hit initially but it was distinctly different from the major impact with the ground. I knew that after the first impact we knew that something was wrong - that we were going down. The second impact was so severe. It seemed to me that on the second impact, for some reason, we turned left - it just opened up to the left. We were sitting there and then I remember taking a left turn - it wasn't my body - it was everything took an extreme left turn. I don't know why, it just seemed as though the airplane turned. From that I don't remember anything else 'till the airplane came to a rest. I don't know if I was unconscious, if my eyes were open, or my memory won't allow me to have it back - or if it was so fast.

I do now remember the noise and feeling the strong wind and rain on me. I am very confident that I was conscious throughout the crash.

* When we came to a rest all I seem to remember was openness. I didn't even remember seeing the door there. It seeming as though we were leaning to one direction, one way. It seemed as though we were leaning this way. I thought I was leaning on Shelly. My first instinct was to get out of the jumpseat. I couldn't find my seatbelt. I literally had to search for it. Then at that point Shelly yelled, "I can't get out of my seatbelt," I grabbed her

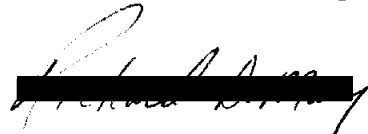
couldn't see him. I couldn't go in there, there was no place to go. The smoke was so bad. That was the only place where I breathed in smoke that bothered me. It got so bad, I had to leave the garage.

* When I was in the garage, medical people were arriving, the man in the garage was still alive. They could do more for him than I could but they needed to know that there was someone still alive.

* I remember receiving medical attention but it was at the very end. Karen was in pretty bad shape and was refusing medical attention. There are people that need you here more than I do. I remember them pouring a saline solution on her hands.

Richard Demary

Date

 9-6-94

INFORMATIONAL REPORT AS PREPARED BY RICHARD DEMARY

All phases of flight 1016 were normal except the approach to landing into CLT. After the captain asked us to clear the cabin for landing I made the standard announcement while Shelly and Karen visually cleared the cabin. I then took my jumpseat position.

While we were on our approach into CLT the captain initiated a "go around". The plane seemed to pitch up and went into a right turn. The engines seemed very loud and the "go around" did not seem normal. Immediately following the cockpit warning voice of "terrain,terrain" I felt the first impact, followed by a more violent second impact.

Once the aircraft came to a stop, Shelly and I tried to unfasten our seatbelts while shouting "release seatbelts, get out". After releasing my seatbelt and stepping away from the jumpseat, I immediately assisted Shelly in releasing her seatbelt and pulling her to a safe distance from the aircraft.

I then proceeded to the main section of the aircraft to assist where I could. I found a small opening in the fuselage, just in front of the right engine. I continued to shout "release seatbelts, get out" when a woman appeared holding a small child. I reached into the hole and pulled out the small child. I then assisted the woman out and away from the aircraft. I then saw another woman appear at the hole and I lifted her from the

fuselage. At that point I heard no voices or saw no movement so I proceeded around the house to the area that the rest of the crew and injured passengers were located.

I then asked a boy from the neighborhood if he thought anyone was inside the home. He did not know. At that time an injured passenger came out of the airplane wreckage and said that there was someone inside the garage. I then kicked in the front door and was followed in by the boy and the captain. The door leading into the garage was opened and a mans voice from the wreckage was heard. The smoke was very heavy and the visibility was poor. I could not see the injured passenger but he could be heard. I shouted to him to cover his mouth, try to stay calm and breathe slowly. He shouted that he didn't have anything to breathe through. I repeated for him to stay calm. I then ran outside and saw that fire and rescue were arriving. The first fire truck could not get through because of a downed power line pole. Myself and two other men lifted and removed the pole from the street. I assisted in spreading fire hose then was asked by rescue to rejoin my crew to have my injuries looked at.

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