

Ameristar Air Cargo, Inc. dba Ameristar Charters  
Ypsilanti, Michigan  
March 8, 2017  
DCA17FA076

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

ATTACHMENT 2

Flight Attendant Statements

8 - Pages

(P. 1)

Flight 9363

3/8/17

Jeffrey Zerke

Lead Flight Attendant - Seated @ 1L

The initial roll for take off seemed normal. Suddenly the braking was intense. We knew the take off was aborted. I do not believe we ever left the ground. The extreme braking seemed to last 5 seconds. I remember thinking I hope we have enough runway left. About that same moment I felt a change beneath us. I hesitated a second, hoping we would not go any further. Unfortunately our momentum kept us moving ahead. After the first rough hit, ~~we~~ I started <sup>yelling</sup> heads down stay down - There seemed to be 2 more rough jolts and we came to a stop. I turned to Charita and told her to GO! Open your door.

Neither of us heard any command from the flight deck to evacuate. We initiated at 1L & 1R. I opened my door - (no issue) when I pulled the red inflation handle, the handle either broke or slipped out of my hand. I remember reaching down a second time grabbing the cord and my slide inflated quickly.

Pax were right behind me. I sent people out my exit. I saw and heard 1R was inop. I stepped into the galley to not slow egress. As the children came forward, I told them they need to go down the slide now.

The pax were incredibly calm and responsive. They left their personal belongings on the aircraft. I would guess 30-40 people evacuated out of 1L.

I believe the head coach stood at the bottom of the slide and assisted other pax off the slide. Everyone ran away from the aircraft.

3/9/17

After everyone was off the aircraft, I ran to the Aft. Double checked both lavs were empty. Checked all of the rows for passengers and crew. I evacuated out of 1L. The pilots were in the flight deck.

Post evac -

We asked if anyone was injured. I was advised by the team Dr. that someone had a laceration on their leg and needed stitches. Paramedics had been called. They were coming from DTW. The team medical kit was in the belly and not accessible.

Rose Jamison & I gathered all of the passengers that went out the ~~exit~~ window Exit A/C Right. They rejoined the rest of the passengers.

The band initiated their own head count, as did the cheerleaders.

Charita Johnson gathered the team, coaches and families. She did a head count on this group and all 109 PAX were accounted for.

[Redacted]  
9/17

David Ladenberger

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Flight Attendant B : Tailcone Position

I was flying in the back at the tailcone.  
During boarding the band sat in the back.  
So back there were all collage students.  
Mostly ages 18 to 21.

When we first departed I put up the red seatbelt like strap blocking the aft jumpseat and tailcone. I sat in my seat and put my seatbelt on, and shoulder straps.

As we began moving the airplane everything started normal. Then I felt ~~the~~ hand breaking. At that time I thought it was an aborted take off. Then the breaking got harder and harder. I braced myself.

We came to a complete stop and I heard the pilots say Evacuate, Evacuate.

I did not see any smoke and I did not smell anything.

I got up and felt and accessed the tailcone door and did not ~~feel~~ feel heat. When I went to open the tailcone door it would not open due to debris and the seatbelt blocking the door. RJ (The GSE) was right there and starting to yell Exit Blocked, Go Forward!

I cleared the debris and seatbelt and opened the door.

The tailcone did not jettison so I walked down the catwalk. Pulled the cord and it worked. The tailcone deployed and the slide deployed as well.

I then went back to the tailcone door to release the PAX to evacuate and at that point every PAX was already off the plane. So I went to the L2 door and evacuated myself.

I got a safe distance away and then looked around the AC to make sure all PAX and crew were safely away from the plane. And they were.

Then I found the other FA's, made sure they were OK, and they were. All FA's then asked the PAX if anyone was ~~injured~~ injured or needed assistance. Everyone said they were OK. We then conducted a head count and it was challenging because everyone was spread out in separate groups (band, team, families). As far as he could tell, nobody was missing and was accounted for.

The PAX walked to a FBO and the FA's got in a mechanics car to keep warm until we were driven to the Ameristar hanger



Name: Charita Johnson  
Position: IR  
Seat: Forward jump seat

After all passengers were boarded and aircraft doors armed I began my safety demo. After the completion of my demo I proceeded to the forward galley to ensure all carts were secured, galley doors locked, and lav empty. I sat in my jump seat, secured myself upon the captain's command: "Flight attendants please be seated for take-off." Once the lead flight attendant communicated with the flight deck (2 times) I got in the brace position ready for taxi and take off.

We began taxiing and increasing speed slowly when all of a sudden the aircraft brakes were applied. All passengers and forward flight attendants were thrust forward. The aircraft continued movement. At 11:00 a sudden I heard a sound that seemed like tires were blown, then I was jolted off my seat violently at least 3x. The aircraft continued moving and I began shouting my commands (along with the 12 flight attendants) "Heads down, stay down." Once the aircraft came to a complete stop I began evacuation duties (I did not hear evacuation commands from the flight deck). While shouting "heads down, stay down" I went to my IR door around conditions and attempted to open. The door open slightly but blew closed due to high winds. I attempted to open again and was successful. I pulled the red inflatable handle but the slide did not inflate. I turned around, blocked my exit to ensure no passengers attempted exiting my door.

After all pass<sup>s</sup> were evacuated I left the aircraft with the lead through the 14 exit.

On the ground flight attendants accounted for each by gathering in one spot away from passengers. We then accounted for the pilots and checked that they were okay.

I informed crew that we needed to get a passenger count. I went to the passengers and attempted to count. Our HSC and extra flight attendant informed me that a few passengers were on the side of the aircraft. Rose Samison (HSC) brought those passengers to the group. I split the passengers into 3 groups. I counted the team's players, coaches. Another flight attendant counted band members, and another counted family & friends for a total of 109. All pass<sup>s</sup> accounted for.

After the passenger count was obtained all began walking to the FBO.

During the entire emergency passengers remained calm and followed flight attendant directions. The evacuation through the 14 door was orderly. Passengers went away from the aircraft as told and did not take any attempt to <sup>(take)</sup> luggage with them.

After passengers left the scene all crew members went to Av. Flight FBO. We decided as a crew to get examined since all of us were in some sort of pain. I had neck & back pain. We went to Concentra for examination.

9-9-17

Delessa "Tennile Hampton Flight Attendant D

~~313-808-5068~~ 313-808-5068

L2 DOOR

① Prior to take off the plane was swaying due to the extremely heavy winds. During takeoff the plane felt very heavy as the aircraft ran down the runway. It seemed to want to take off seemed like we slightly lifted but couldn't stay up. I felt a strong

firm brake it was intense and sudden. The keep going at first it felt as if we were still on the runway then I felt a jump, jerk, bump followed by another jump, jerk bump movement. This time I saw debris in the air small things pop up like pens, pencils, books etc. We finally stopped then I heard:

EVACUATE, EVACUATE, EVACUATE

I got out my seatbelt immediately looked out the port window and opened the door. Once I opened the door I looked out and noticed the engine was going or sounded loud very noisy, so I hesitated to pull the red tabs because I thought it might not be safe. But then realize it was the wind causing the noisy sound & engine to turn.

I pulled the tabs and the red slide inflated with no problems, started yelling commands

I do remember telling the first passengers near me to stand back. Passengers did everything I asked of them quickly

no one took luggage <sup>they</sup> start jumping and running far from the plane <sup>was</sup> saw no more people I jumped down slide then RJ

be hind me, my slide <sup>was</sup> always stable

I ~~do~~ will say I yelled <sup>for</sup> them to move

I said commands, but prob' not in the word formation because each

person I had to say something different to get them to move ~~and~~ recognize get out now.



ONCE ON THE GROUND WE GATHERED  
TOGETHER RJ THOUGHT TO TRY TO COUNT  
THE PASSENGERS IT WAS VERY COLD &  
SCARY, BUT EVERYONE GOT OFF QUICKLY  
AND SAFE. PASSENGERS ASKED WAS I OK  
did I need anything

~~NAME~~

Thoughts ABOUT AFTERMATH THANKFUL TO  
GOD HE TOOK CARE OF ALL PASSENGERS  
CREW AND AIRPLANE. Feelings of Fear, relieve  
& uncertainty. ~~Happy~~ HAPPY we are here to  
write these STATEMENTS & WALK AWAY  
with faces of smiles, ~~and~~ and tears. Combined