



Internal Memorandum

Date: 1/3/2016

To: Captain Chris Frederick, Regional Director – ATL

From: First Officer Sean P. Daigle

Subject: II16-014 NTSB A/C Damage: DAL1409 24-JAN-16 DTW-EWR MD-88-88 N908DE (9008)
CAP: RITTER, M.C.; FO: DAIGLE, S.P.

This statement is provided at the request of the Chief Pilot's Office.

I, Sean Daigle, was the First Officer and Pilot Monitoring (PM) on Flight 1409 on 24 January, 2016. We were operating aircraft ship number 9008 from DTW to EWR. We were one of the first aircraft to arrive at EWR after the airport was reopened following a large winter event. The flight was conducted without any irregularities until we approached the ramp area.

We were advised that our scheduled arrival gate was open and that we were to leave it vacant for an aircraft (B767) in tow behind us. We approached our gate from the entry way "RC". Once we were able to access the ramp, we were asked to turn out of the way so the 767 under tow could be parked. We turned to our left, facing south, so that the 767 could be pulled in behind us and the Captain set the parking brake. The aircraft under tow asked if we could pull up any farther. We were able to pull up an additional 30-50 feet and the parking brake was once again set. We were restricted from pulling up any more due to the snow drifts present on the ramp. The Captain asked the aircraft under tow if there was now sufficient clearance to park. The tug driver, who was being led in by a Port Authority vehicle responded with "I think so." The Captain made it very clear over the radio transmission that his response was not acceptable and that if there was any doubt of wingtip clearance, to get a wing walker and that our parking brake was indeed set. From our vantage point, we were unable to see anything behind us. The tug driver responded that he would be okay. Approximately 30-45 seconds later, our aircraft was struck by the left wingtip of the aircraft under tow.

After impact, the Port Authority vehicle drove off and we were unable to regain communication with the vehicle. The EWR Control Tower was watching the event unfold through binoculars from the ATCT and informed us a piece of the aircraft fell off.

We made contact with the company and informed them of the situation. Eventually, about 90 minutes later, we were towed to a vacant gate and deplaned.

If you need any further information from me, please make your request through Delta Air Lines, and I would be happy to oblige.

I acknowledge this statement may be released to Delta Flight Safety and National Transportation Safety Board (NTSB).

Regards,

First Officer Sean Patrick Daigle
Employee # [REDACTED]
(Signature on file)