



Internal Memorandum

Date: 12/13/2017

To: Captain Wayne Cochran, Director & Chief Pilot – ATL CPO

From: Captain James Akiyama

Subject: II17-206 FLT SAFETY/NTSB – PUSHBACK DAMAGE: DAL2421 12-DEC-17 DTW-DTW MD-88-88
N924DL (924) CAP: AKIYAMA, J.S.; FO: LYNCH, S.F.

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

I was Captain of Flight 2421 on December 12, 2017. In DTW, the before start checklist was commenced about 15 minutes prior to the aircraft departure time but was stopped at "Fuel Required" since the aircraft had not been fueled yet. Fueling was completed about 15 minutes after scheduled departure after which the before start checklist was completed. The main cabin door was closed and the pre pushback checklist was completed.

The aircraft was cleared to push and during pushback, the tug driver informed the crew that we were cleared to start. The left engine was started while the tug continued to maneuver the aircraft on an icy ramp. After what appeared to be a normal start with N2 slowly passing through 50 percent, the after start checklist was called and the F/O proceeded to do the checklist items which included turning on the engine anti-ice due to the icing conditions.

While both pilots were verifying the switch positions on the after start checklist, the tug driver asked if the brakes were set and I responded "No". The aircraft felt like it was sliding on the ramp and the tug driver asked again if the brakes were set. The F/O saw the tug jackknifing to the right side of the aircraft and commanded me to stop the aircraft. Brakes were applied and the aircraft felt like it slid to a stop.

During the brake application it was noticed that the throttles were both advanced not quite an inch off the ground idle stop. I immediately retarded the throttles and saw that the EPR was around 1.1.

The tug came in contact with the aircraft on the right forward section of the fuselage

I acknowledge release of this statement to the Delta Flight Safety and the National Transportation Safety Board (NTSB)

Regards,

Captain James Akiyama
Employee [REDACTED]
(Signature on file)



Internal Memorandum

Date: 12/13/2017

To: Captain Wayne Cochran, Director & Chief Pilot – ATL CPO

From: First Officer Sean Lynch

Subject: II17-206 FLT SAFETY/NTSB – PUSHBACK DAMAGE: DAL2421 12-DEC-17 DTW-DTW MD-88-88 N924DL (924) CAP: AKIYAMA, J.S.; FO: LYNCH, S.F.

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

I was the First Officer on Delta flight 2421 departing DTW on December 12, 2017.

Preflight was normal. Delayed due to late fueling. Completed checklists and received clearance to push.

During pushback, cleared to start #1 engine. I started the left engine and monitored the engine start to 50% N2 when I began my after engine start checklist flow. The Captain called for the after start checklist and we completed the checklist.

I looked to my Surface to begin referencing the DTW deicing info. A few seconds later, a combination of things were happening. The tug was just outside my window. The tug driver began asking if our brakes were set, and the aircraft was moving forward.

I said, "we have to stop the aircraft" a few times. The captain stopped the aircraft and at that time, we notice that the left engine was at about 70%. Both throttles had been bumped up a little bit. The captain pulled the throttles to idle. We did not attempt to advance the throttle and close a surge valve.

While we were sitting in the cockpit post incident, we determined that somehow both throttles had been bumped up maybe a knob width. We could not figure out how that had happened.

We attribute this incident to the fact that the throttles got bumped up sometime between the preflight checklist and starting the engine. The captain and I have been flying together now for 4+ days, and this has not happened before.

I think that we did a good job of following the checklists and annunciating what we were supposed to, and yet this still happened.

Here are things that I will do differently:

Before starting an engine, I will physically confirm, not just visually confirm, that the throttle is all the way back at idle before putting the fuel lever on.

I will monitor the engine after start until it completely stops accelerating.

Especially on a slippery ramp, I will monitor the pushback more carefully for any indications that the tug is not in complete control until the tug stops and asks for the brakes.

I will be even more cognizant of any actions in the cockpit that could move the throttles. (I try not to ever touch the throttles on the ground.)

We had a gate agent come into the cockpit a few times after we had run the checklist to check on / inform us of the status of the fueling.

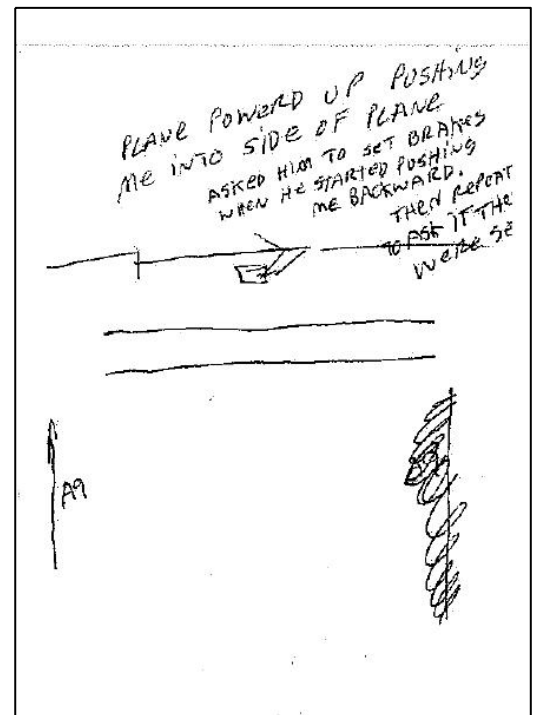
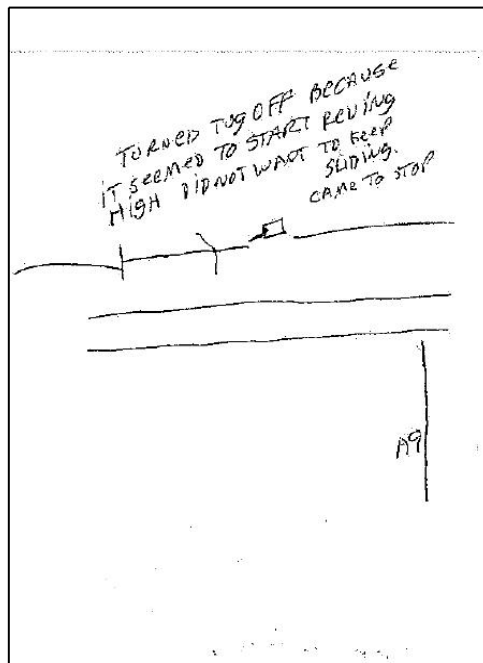
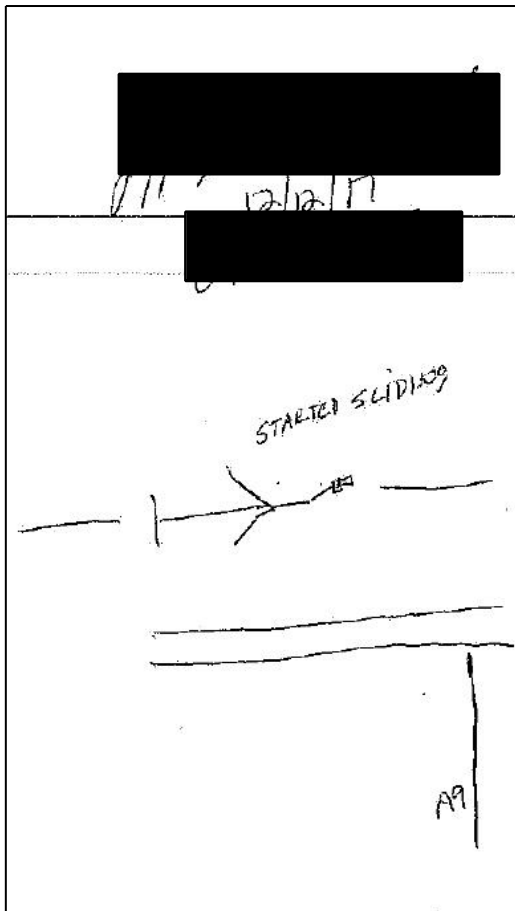
Somewhere between the preflight checklist and left engine start, something bumped the throttles up just a bit.

I acknowledge release of this statement to the Delta Flight Safety and the National Transportation Safety Board (NTSB)

Regards,

First Officer Sean Lynch
Employee [REDACTED]
(Signature on file)

-Damage to Aircraft/Equipment/Facility/Other -What type of GSE was involved? -Who was involved?
 -Where were you? -What were you doing? -What did you see? -When did you see it?
 - Was the ALA/AIC present at the time of the incident? PUSHING AIRCRAFT TAIL NORTH
 OUT OF A9 AS I WAS COMPLETING TURN TUG STARTED SLIDING A BIT
 THEN PUSHBACK WHILE FOOT ON BRAKE STARTED REVING HIGH. I THEN
 SHUT PUSHBACK OFF BUT AIRCRAFT SEEMED TO POWER UP PUSHING
 THE PUSHBACK BACKWARD AT LEAST A COUPLE HUNDRED FEET. PUSHBACK
 ENDED SLAMING INTO SIDE OF AIRCRAFT. I ASKED PILOT SEVERAL
 TIMES IF BRAKES WERE SET BECAUSE HE WAS PUSHING ME
 BACKWARDS. I ASKED PILOT TO SET BRAKES BUT AFTER HE WAS
 PUSHING ME BACKWARDS.



JEFF PUCK PLANE HE MAKE
LEFT TURN IN HE STOP
THEN PLANE PUCK THE TUG
FORT TEN THE TUG TURN
IN IIT THE PLANE
IN STAY MOVEN
[REDACTED] 12-12-17

