



Internal Memorandum

Date: 8/17/2022

To: Captain Brian J. Cink, Regional Director & Chief Pilot – LAX CPO
From: Captain Darrin L. Gamblin
Subject: II22-104: Aircraft Damage - Tail Strike at KATL
DL1696 06AUG22 FLL-ATL N540US B757-251 (5640)
CAP: GAMBLIN, D.L.; **FO:** ROCHELLE, N.R.

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

I was Captain of Delta Air Lines Flight 1696 from FLL-ATL on 06AUG22.

The first part of the flight to KATL was normal, but there were thunderstorms around the airport and on the original planned arrival. The arrival was changed from the SITTH2, landing east, to the HOBTT2, landing west. As we approached, we were directed to hold at SMAWG due to a microburst alert having been issued for the airport and arrivals being stopped. The First Officer was receiving Operational Experience from me, and this was his first attempt to land the 757-200 model.

After holding for about 30 minutes, the arrival was again changed to the GNDLF2, landing east. Once established on the new arrival, we received vectors for the ILS to Runway 9R. The First Officer was the Pilot Flying (PF) and flew the approach on autopilot in night visual conditions after calling the field in sight. The aircraft was fully configured with flaps at 25 and met Stabilized Approach criteria. The Tower reported steady winds at less than 10 knots and the standard additive to Vref of 5 knots was applied. The autopilot and auto throttles were disconnected, and he transitioned to visual cues for the landing at about 200' AGL. We crossed the runway threshold at approximately 100' AGL, and I expected to touchdown towards the end of the touchdown zone.

After main gear touchdown, the First Officer over rotated the nose and became airborne again. I directed a go around due to the long landing, assumed the Pilot Flying responsibilities, and flew the go around from the left seat. I maintained the PF role through the remainder of the flight, and the subsequent approach to Runway 10 and landing was uneventful.

According to Maintenance in Atlanta, we had a tail strike at some point during the flight. However, we received no indication on the flight deck, and no passengers nor flight attendants reported anything unusual to me. The damage to the aircraft was discovered about five hours after we landed, and we had already left for the next flight on a different aircraft.

Because a tail strike was not suspected or indicated during our time on the aircraft, an emergency was not declared, and the Tail Strike Non-Normal Checklist in the QRH was not run.

I acknowledge release of this statement to [Delta Flight Safety](#) and the [National Transportation Safety Board \(NTSB\)](#).

Regards,

Captain Darrin L. Gamblin
Employee [REDACTED]
(Signature on file)