



Internal Memorandum

Date: 01-22-2025

To: Captain Doug Martin, Director & Chief Pilot – ATL CPO
From: Captain Chase Connors
Subject: II25-016: Aircraft Damage – Rejected Take-Off Due to Number Two Engine Failure.
DL2668 10JAN25 ATL-MSP N589NW B-757-351 (5809)
CAP: CONNORS, C.B.; **FO:** STEPHENSON, O.D.

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

I was Captain of Delta Air Lines Flight 2668 from ATL-MSP on 10JAN2025.

After completing briefings and checklists, we pushed back from the gate. We started both engines, and taxied to the ramp 6 south de-ice pad. Once stopped, we configured the airplane and asked for type I and type IV fluid treatments. After a significant amount of time, the de-ice crew notified us that they needed to start the process over due to contaminants reaccumulating on the aircraft. At that point we notified the de-ice crew that once they were done treating the aircraft, we would have to shut down the engines and have them inspected for ice.

Approximately 80-90 minutes after arriving to the de-ice pad, the second round of fluid treatment was completed. We shut down both engines and had them inspected for ice. The de-ice crew notified us that our aircraft and engines were clear of all contaminants. We re-started both engines and taxied to 9L at M2. Shortly after that, tower cleared us for takeoff and said that braking action was "good". We did a "standing" takeoff. At approximately 100 knots, I noticed a directional control problem and decided to abort the takeoff. The First Officer notified ATC. Once stopped, I set the parking brake. We made an announcement to the passengers to remain seated. We had many EICAS messages associated with an engine failure on the #2 engine (right engine). I requested ARFF assistance with ATC and notified them that we experienced an engine failure. I called for the engine failure checklist. While running the engine failure checklist, we overheard an operations vehicle state that we had flames coming out of our #2 engine.

We had no cockpit indications of an engine fire. While trying to process the information, there was a lot of radio chatter from tower, operations vehicles, and ARFF. While completing the engine failure checklist, I asked if we still had fire coming from the engine over the tower frequency. While awaiting a response, the flight attendants called the cockpit and said that the wing was on fire. At that point, I called for the evacuation checklist. We ran the evacuation checklist and exited the aircraft. Once outside the aircraft, we gathered the passengers into two large groups. One large group on the left side of the aircraft, and a smaller group on the right side of the aircraft. We then waited for buses to transport everyone back to the terminal.

I acknowledge release of this statement to [DELTA FLIGHT SAFETY](#) and the [NATIONAL TRANSPORTATION SAFETY BOARD \(NTSB\)](#).

Regards,

Captain Chase Connors


(Signature on file)