

**Broward County Aviation Department****INCIDENT REPORT**TYPE OF INCIDENT Alert IITIME/DATE 1141 2/23/93RAMP 1 / SUPERVISOR NAME John O' NealLOCATION Runway 27R

DESCRIPTION OF INCIDENT Delta flight 1086 departed FLL to Atlanta, climbed to 26,000 when the right engine lost power. The Captain elected to return to FLL. Upon landing Runway 27R, all 4 right main tires blew out. Runway 27R was closed at 1155 and re-opened at 1415. Runway 13/31 was re-opened to handle arrivals and departures at 1200. Passengers unloaded on Runway onto 4 busses (JJ Kelly) who were escorted from Gate 100 to the aircraft, and brought passengers to Delta's Terminal. Delta changed the tires on the runway and moved aircraft to remote parking.

MEDIA INQUIRIES Channel 10 helicopter in area,

PUBLIC INFO OFFICER

CONTACTED: YES NOChannels 4, 7, the Miami Herald and possibly others in Terminal OneA/C No. N678DLA/C TYPE B-757OWNER Delta AirlinesINJURIES: YES NOSOB 183FUEL 20,000 lbs.RESPONDING AGENCIES: ARFA EMS BSO

DESCRIBE DAMAGE: MAJOR MINOR 4 tires right main, strut on nose wheel metal damage to fuselage under nose gear door.

NTSB/FSDO CONTACTED: YI TIME 1338, LindaNTSB/FSDO ON SCENE: YES NO TIME or ETA 1455

NTSB/FSDO RELEASE(ACTUAL or ESTIMATED)

AIRCRAFT RECOVERY BY Delta Airlines EST. TIME 1415ACTUAL TIME 1415 RUNWAY/TAXIWAY or OTHER CLOSED 1200RUNWAY/TAXIWAY or OTHER REOPENED 1415**NOTIFICATIONS**

PERSON /	AGENCY /	METHOD /	TIME
Ramp One	Radio		1145
BSO	Phone		1145
OPS 22	Radio		1145
Aviation 3	Radio		1145
Jim Reynolds	Phone		1145

PERSON /	AGENCY /	METHOD /	TIME
FAA FSDO	Phone		

13/31 Operations (observed)

Air Carrier-19 Arrivals, 24 Departures

Non Air Carrier-4 Arrivals, 2 Departures

MORNING REPORT

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT
Operations Division

Date of Report February 24, 1993

CURRENT AIRFIELD STATUS

Runways: Runway 13/31 closed until Friday, February 26
inclusive, from 0700 to 1700 local. Runway available
with 15 minutes notification.

Taxiways: All operational.

Lighting: All circuits operational.

Forecast: Partly cloudy and breezy. High temperature in the mid
to upper 70's. Wind northeasterly at 20 knots.

Activity for Period of: 00:00 through 23:59 Hours
Tuesday, February 23, 1993

Air General
Carrier: 298 Commuter: 174 Aviation: 172 Military: 2 Total: 646

Parking Transactions: 6,548 Peak Inventory: 3,285

AIRPORT SERVICE

Alerts:*	<u>1</u>	Vehicle	Accidents:	<u>1</u>	Permits:	<u> </u>	Fire Alarms:	<u> </u>
Medical		Gate			Fuel		Noise	
Calls:	<u>3</u>	Conflicts:*	<u> </u>		Spills:	<u> </u>	Complaint:	<u>16</u>

* Requires a report entry

MORNING REPORT
February 24, 1993

REPORT

Numerous delays caused by a band of severe storms that stretched hundreds of miles east and west across central Florida Monday evening caused continual departure delays into the early Tuesday morning hours. Flights that were unable to depart all Monday evening were finally released for departure at 0030, Tuesday morning. Last departure was around 0230. Security check points and Concession Air remained open well after midnight. Broward Sheriff's Office at all 3 terminals for crowd control.

Skybus was forced to cancel their Monday evening, 2000, departure to Newark at 0110, Tuesday morning. Flight was delayed due to local weather. A baggage cart was blown into the MD-80's fuselage. Broward Sheriff's Office on scene to handle irate passengers.

Delta flight 1086, a B-757 enroute to Atlanta from Fort Lauderdale-Hollywood International Airport with 183 passengers on board returned to Fort Lauderdale-Hollywood International Airport. Aircraft had climbed to 26,000 feet when the right engine lost power. The captain elected to return to Fort Lauderdale-Hollywood International Airport. Upon landing on Runway 27 Right, all four right main tires blow out. Runway 27 Right was closed at 1155 and re-opened at 1415. Runway 13/31 was re-opened to handle arrivals and departures at 1200. Passengers unloaded on runway into 4 buses that were escorted from Gate 100 to the aircraft and brought the passengers back to Terminal 1. Delta's maintenance changed the tires on the runway and moved aircraft to remote parking. Airport Rescue and Fire Fighters, Emergency Medical Services, Broward Sheriff's Office, Broward County Aviation Department personnel, and news media on scene. Damage to aircraft were the 4 right tires, main strut on nose wheel, metal damage to fuselage under the nose gear. There were 23 arrivals and 24 departures using Runway 13 during the time 27 Right was closed.

At approximately 1630, a Scanair DC-10 with 365 passengers on board was cancelled. One of the cables to the aircraft aileron was broken. Passengers were deplaned and taken to a hotel. Repairs in progress. Flight has been rescheduled to depart at 1100, Wednesday.

MORNING REPORT
February 24, 1993

Around 2215 a Cater Air employee, while servicing a Continental B-727 at Gate C1, was injured when the truck bed came down on his foot. Subject was standing on the rear bumper and the truck bed. Employee severed the toes of his left foot. Aviation maintenance on scene with pry bars to assist his release. Airport Rescue and Fire Fighters, Emergency Medical Services, Broward Sheriff's Office, and Broward County Aviation Department Operations on scene. Subject transported to Broward General Medical Center.

NOTES OF INTEREST

Transitread 4, Terminal 2, is slated for preventive maintenance on February 24 from 0700 to 1500. U.S.Air has been notified.

Maintenance did not seal coat the patch at Gate D1 today. Patch was to wet. The seal coat has been rescheduled for Thursday 0705. Project will be coordinated with Trans World Airlines.

Community Asphalt Corporation did some grading and working of limerock on the North Service Road today. Hy-Power, Incorporated was out on Runway 13/31 from 0700 until approximately 1100 when an Alert II forced them off the runway. The runway was opened for commercial usage. The runway remained opened the remainder of the day.

G & E Enterprises, Incorporated along with our plumbers and electricians shut-off the sprinkler system in the new Paradies addition on Concourse D for approximately two hours this morning.

CONFAMART began installing the roll-down gates/doors to the Duty Free Shop addition on Concourse F. The area was well marked and everything went smoothly.

State Paving Corporation continued to work the mechanical room addition.

New Project: Simons is preparing to begin the Federal Express expansion project. The contractor attended both the SIDA and AOA driving courses/sessions last night. No start date has been announced.

MORNING REPORT
February 24, 1993

Community Asphalt Corporation continued to grade, sub-grade, and compact on the North Service Road. They also hauled some excess fill and graded portions of the road shoulders.

New Project: Roof and Rack will begin to install the stainless steel strips behind the baggage claim carousals in several weeks. A pre-construction meeting was held yesterday. Contractor does not require badging or curbside parking. They will unload materials daily from curbside, then move vehicle to parking garage. Vehicle will be properly marked.

NORTH PERRY

Nothing to report.

GATES

C-1	D-2
C-2	F-2
C-3	F-3
C-4	F-4
C-5	F-5
C-6	F-6
C-7	F-7
C-8	F-8
C-9	F-9
C-10	F-10

OS = OUT OF SERVICE

FR

LANDSIDE REPORT

Upon ascertaining alert status, landside duty manager proceeded to Delta Airlines operations to assist as necessary. As status of aircraft and need for passengers to be removed on the runway became apparent, coordinated with Airside Operations regarding escorts for Delta personnel and equipment. One agent assigned to count aircraft operations on Runway 13/31. Maintenance also furnished two standby escort vehicles and drivers. BSO, EMS, Landside Staff and BCAD Public Information Officer were on hand in the Terminal One ticket counter lobby.

Passengers were bussed from the aircraft out Gate 137 (AMR - Coombs), around perimeter road, and back through Gate 100 to the Gate B-9 stairwell. From the B-9 stairwell they proceeded upstairs to the Delta ticket counter via the corridor behind concessionaire. Landside agents assisted with transfer of passengers. Most passengers were re-processed at the ticket counter for a 1600 departure on a substitute aircraft from Miami. Several passengers departed on other Delta flights from FLL and several were given transportation vouchers to Miami to depart on other Delta flights. All passengers were given food vouchers. Media briefings were held by Delta Airlines and the BCAD Public Information Officer.

Shel A.

Jet loses engine, four tires

182 aboard
not injured
during landing

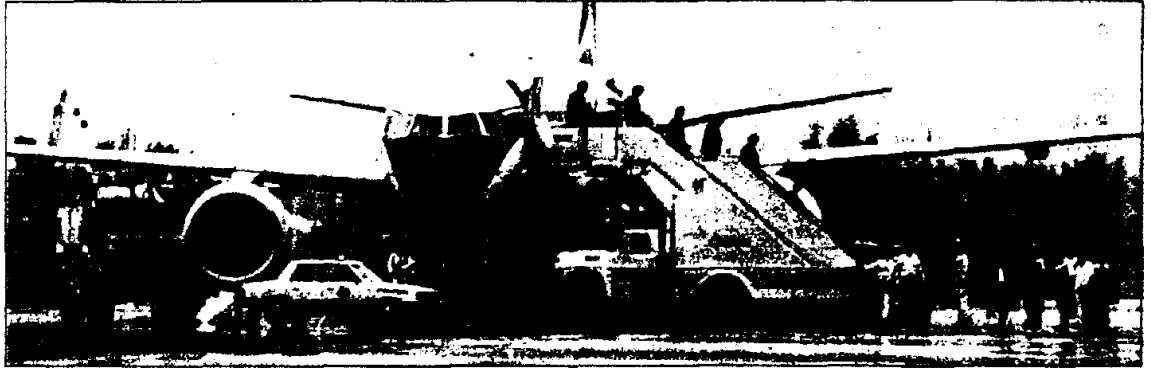
By KEN KAYE
and KEVIN DAVIS
Staff Writers

A Delta Air Lines jet with 182 people aboard had to shut down an engine shortly after takeoff on Tuesday and then blew four tires while making an emergency landing in Fort Lauderdale.

Fighting a strong crosswind, the twin-engine Boeing 757 banged down hard when it landed about noon, blowing out the tires on its right main landing gear and losing power in its other engine.

The pilots jammed on the brakes after the blowout, causing them to over-heat and start smoking. Crash-fire rescue trucks rushed to the plane and sprayed foam on the tires, which caught fire from heat and friction.

"It was a severe landing. I thought it was going to burst into flames," said



Staff photo/SEAN DOUGHERTY

Passengers safely exit a Delta jet on Tuesday after a flight to Atlanta ended with an emergency landing.

passenger Gary Shiffman, a University of Michigan student who was sitting in seat 41C, near the back.

"When it hit, you could hear all the food carts banging around. It was like someone dropped a tray of glasses," said passenger Thomas Martinez of Fort Lauderdale.

No one was injured, officials said. An older woman was checked by paramedics after complaining of shortness

of breath and stress.

Delta's Flight 1086 took off at 11:30 a.m., bound for Atlanta with 174 passengers and 8 crew members. The plane has 236 passenger seats.

About 15 minutes into the flight, 50 miles northwest of Fort Lauderdale, at 25,000 feet, the pilots saw an indicator light showing there was a problem with the right engine, Delta spokesman Clay McConnell said.

"It was an oil pressure problem, or something of that nature. He shut that one down and elected to return, which is standard procedure."

Although many passengers had no idea there was an emergency, some said they saw a ball of flame come from the right engine and felt the plane lurch.

PLEASE SEE PLANE 12B

H dkl, twice!

12B Sun-Sentinel, Wednesday, February 24, 1993

PLANE

FROM PAGE 1B

182 survive 'severe' emergency landing after engine fails

"I knew as soon as we were losing altitude and took a really big turn [that] we were coming back," said Sterling Stoudenmire of Fort Lauderdale.

Shiffman said he heard the engine make a whooshing noise and felt the plane pitch to the right. "It was suspicious," he said. "I knew something was up. But there was no panic."

Roger Franklin of North Carolina said he and the others in the first-class section were tense, but remained calm. "The pilot did a good job."

Broward County Fire Rescue sent four crash trucks and a team of paramedics to stand by the

runway. Six other trucks were on the way from other stations outside the airport.

Fire-Rescue Paramedics Bruce Fearn and Bill Warner waited for the plane to come in.

"It was tense," Warner said. "This one was not like the ones we usually have."

After the plane came to a halt, passengers were bused to the terminal, where they were put on other flights.

Airline officials and the Federal Aviation Administration will investigate the plane's engine troubles.

Because the 757 was sitting on the main runway, other planes were instructed to use the airport's diagonal runway for about two hours.

"Everybody did what they were supposed to. It was textbook," said Jim Reynolds, spokesman for the Broward County Aviation Department.

FLORIDA
FIRE RESCUE
EMERGENCY SERVICES DIVISION
STAGING WORKSHEET

LEVEL 2 STAGING LOCATION: Gate E2A

RADIO CHANNEL: 1 2 3 4 5 6 7 10 INCIDENT # 2198

STAGING OFFICER: Captain Pelton E-32

DEPARTMENT: Broward County UNIT: Engine 32 OFFICER'S NAME: Pelton # OF PERSONNEL: 3 SPECIAL EQUIPMENT: (eg. Hurst tool, foam) ASSIGNMENT/TIME:	DEPARTMENT: Broward County UNIT: Hazmat 32 OFFICER'S NAME: # OF PERSONNEL: 1 SPECIAL EQUIPMENT: (eg. Hurst tool, foam) Airbags, Plugging equip. Foam. ASSIGNMENT/TIME:	DEPARTMENT: Broward County UNIT: Bat. 65 OFFICER'S NAME: BC Mikulskis # OF PERSONNEL: 1 SPECIAL EQUIPMENT: (eg. Hurst tool, foam) ASSIGNMENT/TIME:
DEPARTMENT: Broward County UNIT: Division 55 OFFICER'S NAME: DC Simon # OF PERSONNEL: 1 SPECIAL EQUIPMENT: (eg. Hurst tool, foam) Hurst tool ASSIGNMENT/TIME:	DEPARTMENT: Broward County UNIT: Bat. 6 OFFICER'S NAME: BC Lindsay # OF PERSONNEL: 1 SPECIAL EQUIPMENT: (eg. Hurst tool, foam) Hurst tool ASSIGNMENT/TIME:	DEPARTMENT: Broward County UNIT: Med. 6 OFFICER'S NAME: J. Douglas # OF PERSONNEL: 2 SPECIAL EQUIPMENT: (eg. Hurst tool, foam) ASSIGNMENT/TIME:
DEPARTMENT: AIC Ambulance UNIT: 153 OFFICER'S NAME: # OF PERSONNEL: 2 SPECIAL EQUIPMENT: (eg. Hurst tool, foam) ASSIGNMENT/TIME:	DEPARTMENT: UNIT: OFFICER'S NAME: # OF PERSONNEL: SPECIAL EQUIPMENT: (eg. Hurst tool, foam) ASSIGNMENT/TIME:	DEPARTMENT: UNIT: OFFICER'S NAME: # OF PERSONNEL: SPECIAL EQUIPMENT: (eg. Hurst tool, foam) ASSIGNMENT/TIME:
NOTES:		

FLORIDA INCIDENT REPORT

FIRE DEPARTMENT Broward County Station 10

FIRE CHIEF ARFF Chief R. Washington

Entries contained in this report are intended for the sole use of the State Fire Marshal. Estimations and evaluations made herein represent "most likely" and "most probable" cause and effect. Any representation as to the validity or accuracy of reported conditions outside the State Fire Marshal's office is neither intended nor implied.

1 ☐ DELETE
2 ☐ CHANGE

FILL IN REPORT IN YOUR OWN WORDS

A	10	FDID	1	0	2	1	8	2	INCIDENT NO	0	2	1	9	8	EXP	0	0	0	MO	0	1	2	DAY	3	9	3	YEAR	Tuesday	DAY OF THE WEEK	13	1	1	4	4	ALARM TIME	1	1	4	4	ARRIVAL TIME	1	1	4	6	TIME IN SERVICE	1	4	1	5														
B		TYPE OF SITUATION FOUND Alert II Aircraft Standby										4	6	TYPE OF ACTION TAKEN (check egg) <input type="checkbox"/> Extinguishment <input type="checkbox"/> Rescue or Assistance <input type="checkbox"/> Investigation only <input type="checkbox"/> Remove Hazard <input type="checkbox"/> Standby <input type="checkbox"/> Salvage <input type="checkbox"/> Ambulance <input type="checkbox"/> Undetermined										MUTUAL AID <input type="checkbox"/> REC'D <input type="checkbox"/> GIVEN																																							
C		FIXED PROPERTY USE Aircraft R/W										IGNITION FACTOR - IF NOT A FIRE USE CODE 00 9										7	2																																								
D		CORRECT ADDRESS OF INCIDENT 1400 Lee Wagener Blvd.										Zip Code 3										3	3	1	5	Consensus Tract 0										8	0	2	0	1	0																						
E	11	OCCUPANT NAME Delta Airlines										Last										First										Mi										Telephone 3										0	5	Room or Apt 1									
F	12	OWNER NAME Broward County										Owner's Address 1400 Lee Wagener Blvd.										Telephone 3										0	5	3	5	9	6	1	0	0																							
G	13	METHOD OF ALARM FROM PUBLIC (Check one) <input type="checkbox"/> Telephone-direct <input type="checkbox"/> Municipal alarm system <input checked="" type="checkbox"/> Private alarm system										<input type="checkbox"/> Radio <input type="checkbox"/> Verbal <input type="checkbox"/> No alarm-No response										<input type="checkbox"/> Tie-line (911) <input type="checkbox"/> Voice signal-Fire alarm system <input type="checkbox"/> Not classified <input type="checkbox"/> Undetermined										DISTRICT										SHIFT A										NO. ALARMS 12											
H		No. Fire Service Personnel Responded 10										No. Engines Responded 10										No. Aerial Apparatus Responded 10										No. Other Vehicles Responded 10																															

1	20	NUMBER OF INJURIES			NUMBER OF FATALITIES		
		FIRE SERVICE	0	0	0	FIRE SERVICE	0

Civilian casualties are only collected for fire incidents.

Version 4.1-902FB
1/92

OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT)	DATE
MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE)	DATE

REMARKS (Additional Information)	
	Aircraft made approach to 27R at what appeared to be a higher than normal landing speed
	and did not appear to flair at the normal angle. His left main touched first, followed
	by a very harsh nose gear ground contact, then right main. This touch down took place
	at approximately T/W J. As aircraft rolled west, his right main started to smoke from
	what appeared to be locked brakes. This started at approximately T/W B and continued
	until the Aircraft stopped approximately 150' east of T/W Q. As soon as aircraft
	stopped there was a small fire observed in the brake area of the right main, and the
	left main brake area was red (glowing) hot, but no fire. A small amount of Halon was
	applied to right main, approximately 5 minutes later, the right main again flamed up
	and fire again was extinguished by using Halon. At this point it was observed that all
	four right mains were flat. This Officer requested that air stairs be put in place
	and all passengers be removed as soon as he observed the fire on right main, even
	though it did not appear to endanger any of these people.

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT
Fort Lauderdale, Florida

AIRCRAFT ACCIDENT REPORT

1. Date 2/23/93 Time Out 1144 Time In 1415
2. Fire _____ Standby X Crash _____ Misc. _____
3. Alarm Box _____ Phone X Verbal _____
4. Aircraft Type B757 Aircraft Number N678DL
5. Aircraft Owner Delta Airlines Address 100 Terminal Drive
6. Pilot of Aircraft L. McKnight Pilot Lic. No. Unknown
7. Pilot Address Delta Operations Runway 27R
8. Crew Members 8 Passengers Number 178
9. Place Fire Started Right Main Gear Fire Confined to Right Main Gear
10. Cause Overheated Brakes
11. Damage to Runways None
12. Damage to Aircraft 4 right main tires, nose gear support area
13. Estimate of Damage to Aircraft \$1,000,000
14. Value of Property Involved \$50,000,000
15. Apparatus Responding BC-10, U-10, T-410, 110, 510, 710, Medical 10
16. Fire Extinguished With Halon
17. Alarm Received By F/F Henriquez Reported By Tower
18. Off Duty Men Responding None
19. Officer in Charge Battalion Chief Sparks
20. Weather: Temp. 69 Rel. Humidity 66 Wind N-12
21. Mileage Out 1 Mileage In 1 Total Mileage 2
22. Loss of Life and Injuries None
- (if needed, use other side)
23. Remarks: See Florida incident report, attached
- (Use other side if necessary)
24. Referred To: NTSB Date 3/23/93
(Further Investigation)
25. Approved By: [Signature]
Chief or Assistant