

**ASRS Database Report Set**

**Bird or Animal Strike Reports**

---

Report Set Description ..... A sampling of reports referencing a bird or animal strike incident.

Update Number ..... 3.0

Date of Update..... December 17, 2004

Number of Records in Report Set ..... 50

Number of New Records in Report Set..... 45

Type of Records in Report Set ..... For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

IHS: 262-7

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**

**SUBJECT: Data Derived from ASRS Reports**

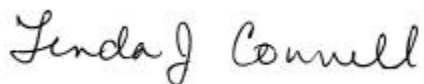
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in cursive script that reads "Linda J. Connell".

Linda J. Connell, Director  
Aviation Safety Reporting System

## CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

**ACN: 615450**

### **Time / Day**

Date : 200404  
Day : Sun  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : SAT.Airport  
State Reference : TX  
Altitude.MSL.Single Value : 100

### **Environment**

Flight Conditions : IMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : SAT.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-200  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Takeoff

### **Component : 1**

Aircraft Component : Fan Blade

### **Component : 2**

Aircraft Component : Compressor

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 615450

### **Person : 2**

Function.Flight Crew : First Officer

### **Person : 3**

Function.Controller : Local

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Other : Return/Land  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

FO PF. APPROX 100 FT AGL AFTER TKOF, BIRD DSNDING R TO L INGESTED IN #1 ENG. FO PERCEIVED BIRD SIZE OF SEAGULL. CAPT PERCEIVED BIRD SIZE OF CROW. FOD INDICATIONS: LOUD BANG AND COMPRESSOR STALL. CAPT OBSERVED #1 EPR DROP AND EGT FLUCTUATION. REDUCED #1 ENG PWR AND STALL CLRED AFTER 1 LOUD BANG AND 3 CHUGS. DECLARED EMER WITH TWR, ADVISED EVENT AND INTENT FOR L 270 DEG TURN TO LAND RWY 12R. SIMULTANEOUSLY, BRIEFED PLAN WITH FLT ATTENDANTS AND PAX OVER PA. MAINTAINED VFR L TURN FROM DEP RWY 3, SET UP FOR ILS RWY 12R, PERFORMED LNDG CHKLIST WITH HVY WT CONSIDERATION. CONFIRMED FINAL RWY 12R WITH TWR AND LANDED. CLRED RWY, REQUESTED CFR CREW INSPECTION OF L ENG. BRIEFED PAX ON SUBSEQUENT SAFE STATUS AND TAXI TO DEP GATE. ENG POSTFLT INSPECTION REVEALED C1 DAMAGE. UP TO 6 INCHES OF SEVERAL BLADES BENT FORWARD OR TORN. TAILPIPE SMELLED LIKE CHICKEN ROASTED WITH FEATHERS.

## **Synopsis**

A B737-200 AFTER TKOF FROM SAT, AT 100 FT, DECLARED AN EMER AND RETURNED TO LAND DUE TO BIRD INGESTION INTO THE L ENG.

**ACN: 613144**

### **Time / Day**

Date : 200403  
Day : Sat  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : JAC.Airport  
State Reference : WY  
Altitude.AGL.Single Value : 50

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : JAC.Tower  
Operator.General Aviation : Corporate  
Make Model Name : Citationjet, C525/C526  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 613144

### **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 612895

### **Person : 3**

Function.Maintenance : Technician  
Function.Other Personnel : FBO Personnel

### **Person : 4**

Function.Maintenance : Technician

### **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Maintenance Problem : Improper Documentation  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Assigned Or Threatened Penalties  
Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew  
Consequence.Other : Maintenance Action

## Assessments

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : Environmental Factor  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## Narrative

ON SHORT FINAL AT JACKSON HOLE ARPT, ENCOUNTERED SMALL BIRDS HITTING WINDOW, FUSELAGE AND L ENG (DISCOVERED FROM POSTFLT WALKAROUND). ADVISED TWR OF BIRD STRIKE. CONTACTED OUR CESSNA FIELD SVC REPRESENTATIVE BY TELEPHONE TO SEE ACTION TO BE TAKEN. HE ADVISED TO INSPECT ENG FOR INGESTION OF BIRD MATTER. HE ADVISED IF MATTER IS APPARENT IN THE CORE, THEN A BORESCOPE WOULD BE REQUIRED. IF MATTER HAD GONE THROUGH BYPASS, NO PROB. THE LCL FBO WAS CONTACTED BY MY SIC TO REQUEST MECH TO LOOK AT ENG FOR BIRD INGESTION. HE CONCURRED AND FOUND NOTHING HAD ENTERED THE CORE AND SAID TO WATCH THE ITT (TEMPS) ON THE ENG FOR ANYTHING SUSPECT. WE DEPARTED JACKSON AND MADE FLTS THE FOLLOWING WK UNEVENTFULLY. MY SIC THEN ADVISED THAT HE HAD RECEIVED A CALL FROM THE FAA REQUESTING INFO ON THIS BIRD STRIKE. WE THEN RESEARCHED THE MATTER FURTHER AND FOUND THAT THE INCIDENT REQUIRED A BIRD STRIKE PROC TO BE FOLLOWED. WE GND'D THE ACFT AND ARE PRESENTLY AWAITING INSPECTION BY AUTH TECHNICIAN TO ACCOMPLISH THIS PROC. WE HAD TAKEN THE MECH'S WORD AT FACE VALUE THAT NOTHING FURTHER WAS REQUIRED, INCLUDING ANY LOGBOOK NOTATION TO THAT EFFECT. GENERATING THE BIRD STRIKE RPT OPENED A CAN OF WORMS FOR US WITH THE FAA. I WOULD BE RELUCTANT EVER TO MAKE A RPT OF SUCH INCIDENT TO THE FAA WITH REGARD TO PIREPS, BIRD STRIKES OR SIMILAR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE SECONDARY RPTR NOTED THAT MAINT SVC DEPT INITIALLY FAILED TO NOTE A SPECIFIC PROC FOR A BIRD STRIKE AND IT WAS ONLY SUBSEQUENTLY LEARNED THAT A BORESCOPE CHK WAS REQUIRED. HE REEMPHASIZED HIS DISPLEASURE AT LEARNING HIS ATTEMPT TO BE COOPERATIVE WITH THE FAA, IE, SUBMITTING THE BIRD STRIKE RPT WHICH WAS NOT A REGULATORY REQUIREMENT, RESULTED IN THREATENED CERTIFICATE ACTION DUE PRIMARILY TO THE BAD SVC PROVIDED BY MAINT RESOURCES. SUPPLEMENTAL INFO FROM ACN 612895: I SHOULD HAVE OBTAINED A SIGN-OFF AT THE TIME OF THE INSPECTION. IN FUTURE I WILL OBTAIN SIGN-OFF FOR WORK HOWEVER SMALL OR INSIGNIFICANT. ALSO I WILL NO LONGER VOLUNTEER BIRD STRIKE RPTS, PIREPS OR VOLUNTEER INFO. BIRD STRIKE RPT CAUSED THIS 'INVESTIGATION.'

## Synopsis

C500 ENCOUNTERS BIRDS ON FINAL APCH TO JAC. SUBSEQUENT MAINT INSPECTION IMPROPERLY DOCUMENTED.

**ACN: 612886**

## **Time / Day**

Date : 200403  
Day : Wed  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : MSP.Airport  
State Reference : MN  
Altitude.AGL.Single Value : 2800

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : M98.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : DC-9 Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Intermediate Altitude

## **Component : 1**

Aircraft Component : Leading Edge Slat

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 612886

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Maintenance : Technician

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Other Anomaly.Other : BIRD STRIKE DAMAGE  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Overcame Equipment Problem  
Resolatory Action.None Taken : Anomaly Accepted  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

## **Narrative**

WE WERE CLBING AFTER DEP FROM RWY 12R AT MSP. WITH THE GEAR AND FLAPS RETRACTED AND THE SLATS EXTENDED, WE ENCOUNTERED A V-SHAPE FORMATION OF DUCKS. I HEARD ONE, MAYBE TWO, HIT THE FUSELAGE JUST BELOW MY SEAT. NOTHING ELSE HAPPENED -- ENG PARAMETERS DID NOT CHANGE, NO ODOR, AND FLT CTLS FELT NORMAL. AFTER DISCUSSING THIS, THE CAPT AND I AGREED TO RETRACT THE SLATS. NOTHING UNUSUAL FOLLOWED, SO WE CONTINUED. AFTER 10000 FT ALT, THE CAPT RELINQUISHED CTL OF THE ACFT AND ATC RADIO USAGE TO ME WHILE HE COMMUNICATED WITH OUR COMPANY THAT WE HAD A BIRD STRIKE WITH A HARD HIT ON THE LOWER FUSELAGE, BUT EVERYTHING WAS NORMAL. THE DECISION WAS TO CONTINUE ON TO THE DEST. AT CRUISE OUR FLT ATTENDANT CALLED TO SAY PAX WERE TELLING HER OF BIRDS HITTING THE R WING. THE CAPT SENT ME BACK TO LOOK. I RETURNED TO THE FLT DECK WITH THE RPT OF A BIG DENT IN THE MIDDLE OF THE SLAT ABOUT 3 FT FROM THE FUSELAGE AND A SECOND SMALLER DENT ANOTHER 4 FT OUT ON THE TOP OF THE SLAT. WE AGAIN COMMUNICATED THIS INFO TO COMPANY AND AGREED TO CONTINUE. THE CAPT AND I DISCUSSED USING SLATS FOR LNDG WITH THE IDEA THAT THE PLANE FLEW FINE WITH THE SLATS EXTENDED BEFORE AND I DID NOT SEE ANY STRUCTURAL DAMAGE THAT WOULD CAUSE THE SLAT TO FAIL. BUT WE WOULD EXTEND THE SLATS AT THE SLOWEST SPD AS A PRECAUTION. THE FLT CONTINUED NORMALLY. AFTER PARKING AT THE GATE AND ALL PAX DEPLANED, ALL FOUR OF US (CREW MEMBERS) AND THE MECHS WENT OUT TO LOOK. WE FOUND EVIDENCE OF ONE BIRD STRIKE THAT GLANCED OFF THE LOWER R FUSELAGE JUST AFT OF THE FLT DECK. ONE BIRD STRIKE ON THE TOP OF AN OUTBOARD SLAT WITH DENTS ON THE TOP OF THE SLAT AND THE WING. ONE BIRD STRIKE IN THE MIDDLE OF AN INBOARD SLAT WITH A 2 FT LONG DENT THAT RIPPED A VERT HOLE IN THE MIDDLE OF THE DENT. THIS HOLE WAS NOT VISIBLE FROM INSIDE THE CABIN. BLOOD FROM THIS STRIKE WAS ALSO VISIBLE ON THE R SIDE OF THE R ENG'S COWLING.

## **Synopsis**

A DC9 ON CLBOUT EXPERIENCED SEVERAL BIRD STRIKES ON THE R LOWER FUSELAGE AND MAJOR DAMAGE TO THE R WING SLATS.

**ACN: 611973**

### **Time / Day**

Date : 200403  
Day : Sun

### **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US

### **Aircraft : 1**

Controlling Facilities.TRACON : ZZZ.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Intermediate Altitude

### **Person : 1**

Function.Other Personnel : Dispatcher  
ASRS Report : 611973

### **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

### **Person : 3**

Function.Other Personnel.Other : OPS

### **Person : 4**

Function.Maintenance : Technician  
Function.Other Personnel.Other : MAINT CTRLR  
Function.Oversight : Coordinator

### **Person : 5**

Function.Other Personnel.Other : MAINT OPERATIONAL CTRLR  
Function.Oversight : Coordinator

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed As Precaution  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Company  
Problem Areas : Environmental Factor  
Problem Areas : Maintenance Human Performance

## **Situations**

### **Narrative**

ON CLBOUT OF ZZZ, STRUCK A BIRD IN THE VICINITY OF L ENG. CAPT RADIOED OPS AND ADVISED HE WAS AIR INTERRUPTING BACK FOR MAINT INSPECTION. OPS CONTACTED ME AND NOTIFIED ME OF DIVERSION. I IN TURN NOTIFIED EQUIP COORD AND MAINT. CAPT RADIOED DISPATCH AND ADVISED AIR INTERRUPTING DUE TO BIRD STRIKE IN L ENG. NO EMER DECLARED AND ALL SYS INDICATED NORMAL AT THAT TIME. ALSO ADVISED 10 MINS UNTIL LNDG. I FORWARDED INFO TO EQUIP COORD AND MAINT OPERATIONAL CTRLR. EQUIP COORD AND MAINT OPERATIONAL CTRLR CAME TO MY DESK AND STARTED QUESTIONING ME ABOUT WHY I DID NOT XFER CALL TO MAINT OPERATIONAL CTRLR. I ADVISED MAINT OPERATIONAL CTRLR WHILE CAPT WAS PERFORMING SAFETY CHKLIST AND TRYING TO COORD LNDG WITH ATC. MAINT OPERATIONAL CTRLR ADVISED ME THAT FLT COULD HAVE, AND SHOULD HAVE, CONTINUED ON TO ORD. EQUIP COORD ALSO STATED THAT FLT SHOULD HAVE CONTINUED TO ORD. I AGAIN ADVISED MAINT OPERATIONAL CTRLR AND EQUIP COORD THAT PER FLT MANUAL, IF BIRD STRIKE IS INTO AN ENG, PROP, NACELLE OR A WING LEADING EDGE THAT IS IN LINE WITH AN ENG OR NACELLE, OR IT IS DETERMINED THAT THE STRIKE MAY AFFECT AIRWORTHINESS OF THE ACFT, AN AML DISCREPANCY MUST BE MADE AND A TECHNICIAN MUST INSPECT THE ACFT AND VALIDATE THE ENTRY PRIOR TO FURTHER FLT. ZZZ IS A MAINT BASE AND COULD ACCOMPLISH INSPECTION. I AGREED WITH CAPT AND FELT EXTREME PRESSURE FROM MAINT OPERATIONAL CTRLR AND EQUIP COORD TO CONTINUE FLT WHEN I DID NOT FEEL IT WAS SAFE TO DO SO. AFTER LNDG, CAPT CALLED ME AND ADVISED THAT HE HAD ENG VIBRATIONS INFLT AND MAINT FOUND DAMAGE ON L ENG BLADES.

### **Synopsis**

CRJ CREW RETURNED TO THE DEP ARPT AFTER A BIRD STRIKE AND ENG DAMAGE TO THE #1 ENG. THE ACR MAINT CTRLR SAID THE CREW SHOULD HAVE FLOWN TO DEST.

**ACN: 610816**

## **Time / Day**

Date : 200403  
Day : Sun  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : SMF.Airport  
State Reference : CA  
Altitude.AGL.Single Value : 100

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.Tower : SMF.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Medium Large Transport, Low Wing, 2 Turbojet Eng  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 610816

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : LANDING LIGHTS  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Insufficient Time  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

## **Narrative**

ON SHORT FINAL TO RWY 16L SMF, I (PNF) SAW AN OBJECT PASS INTO THE ACFT LIGHTS. SOUND OF IMPACT HEARD. IMMEDIATELY SURMISED IT WAS A BIRD STRIKE ON ACFT. AS WE WERE ON SHORT FINAL, MY ATTN REMAINED ON ACFT FLT PATH AND AIRSPD. ALL REMAINED NORMAL. NO ABNORMAL ENG CHARACTERISTICS NOTED OR ACFT HANDLING RPTED BY CAPT (PF). NORMAL LNDG OCCURRED. UPON TAXI TO GATE, SMELL EMANATED FROM AIR CONDITIONING VENTS. TURNING OFF AIR CONDITIONING RESOLVED SMELL. POSTFLT INSPECTION REVEALED BIRD IMPACT ON #2 (R) ENG WITH 'SHINGLING' ON N1 FAN BLADES, WITH VISIBLE DEBRIS FROM BIRD. ADDITIONALLY, L TRAILING EDGE FLAP HAD IMPACT DAMAGE WITH FIST SIZE DENT AND RESIDUAL BIRD DEBRIS EVIDENT. ACFT GND. REQUIRED MAINT. IN SUMMARY, AS CONDITIONS WERE DARK, WE HAD NO OPPORTUNITY TO AVOID IMPACT WITH BIRDS. WITH THE CLOSE PROX OF ACFT TO GND, ATTN REMAINED ON STABLE FLT PATH AND AIRSPD TO COMPLETE NORMAL LNDG.

## **Synopsis**

MLG CREW HAD MULTIPLE BIRD STRIKES ON APCH TO RWY 16L AT SMF. THE ACFT WAS DAMAGED AND TAKEN OUT FOR REPAIR.

**ACN: 610144**

## **Time / Day**

Date : 200403  
Day : Mon  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : IAD.Airport  
State Reference : DC  
Altitude.AGL.Bound Lower : 0  
Altitude.AGL.Bound Upper : 1000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : IAD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B757-200  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Component : 1**

Aircraft Component : Indicating and Warning - Landing Gear

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 610144

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS WARNINGS  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Flight Crew : Declared Emergency

Resolutive Action.Flight Crew : Landed In Emergency Condition  
Resolutive Action.Other : RETURNED/LND  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Flight Cancelled  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

ON TKOF RWY 30, WE HIT BIRDS AT ROTATION. SEVERAL BIRDS WENT THROUGH L ENG. ENG OPERATED OK. L MAIN LNDG GEAR WAS HIT BY BIRDS ALSO. L MAIN GEAR 'DISAGREE LIGHT' AND EICAS, LNDG GEAR MONITOR MESSAGE ON EICAS, AND 'GEAR UNSAFE' LIGHT. WE DIDN'T RAISE THE GEAR. PERFORMED THE CHKLISTS, PREPARED THE CABIN FOR EVAC, DID FLY BY IAD TWR AT 1000 FT, ASKED FOR THE FIRE TRUCKS AND LANDED UNEVENTFULLY ON RWY 30, IAD. GEAR WAS INSPECTED BY COMPANY MAINT BEFORE CONTINUING TO THE GATE. PAX DISEMBARKED THE CONVENTIONAL WAY THROUGH DOOR 2L. NO INJURIES OR OTHER DAMAGE RPTED.

## **Synopsis**

DEPARTING IAD OUT OF 300 FT, B757-200 FLT CREW INGEST BIRDS, CAUSING ADDITIONAL GEAR DAMAGE NECESSITATING A RETURN TO LAND IN EMER CONDITION.

**ACN: 609160**

## **Time / Day**

Date : 200402  
Day : Tue  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : PDX.Airport  
State Reference : OR  
Altitude.AGL.Single Value : 10

## **Environment**

Flight Conditions : Mixed  
Weather Elements : Rain  
Weather Elements : Turbulence  
Light : Night

## **Aircraft : 1**

Controlling Facilities.Tower : PDX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B757-200  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 609160

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Other : RETURN LAND  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Company Review  
Consequence.Other : Flight Cancelled  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : Airspace Structure

## **Narrative**

WE WERE TAKING OFF ON RWY 10R AT PDX. WE HIT BIRD(S) IN THE L ENG.  
THERE WAS A VERY LOUD SOUND AND VIBRATION COMING FROM THE L ENG. I  
SHUT DOWN THE L ENG AND DECLARED AN EMER, DID ALL CHKLISTS, AND HAND  
FLEW ACFT TO A SAFE LNDG ON RWY 10R AT PDX.

## **Synopsis**

RETURN LAND MANDATED FOR THE CREW OF A B757 AFTER A BIRD STRIKE AT 10  
FT AGL DEP RWY AT PDX, OR.

**ACN: 608256**

## **Time / Day**

Date : 200402  
Day : Tue  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : PDX.Airport  
State Reference : OR  
Altitude.AGL.Single Value : 50

## **Environment**

Flight Conditions : VMC  
Weather Elements : Rain  
Light : Night

## **Aircraft : 1**

Controlling Facilities.Tower : PDX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B757-200  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 608256

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

STRUCK AN UNKNOWN NUMBER OF BIRDS AT ROTATION ON RWY 10R PDX. SEVERE VIBRATION AND HOT SMELL. EICAS SHOWED L ENG VIBRATION. CAPT PULLED L ENG THRUST BACK AND ELECTED TO RETURN. I DECLARED EMER AND SHUT DOWN L ENG WITH CHKLIST PROC. UNEVENTFUL LNDG. SIGNIFICANT DAMAGE TO L ENG. TWR RPTED NUMEROUS DEAD DUCKS ON DEP END OF RWY. I FELT RUSHED IN MAKING A QUICK RETURN TO ARPT. I BELIEVE ALL CHKLIST ITEMS WERE ACCOMPLISHED, THOUGH SOMEWHAT ABBREVIATED. TWR REQUESTED SOULS AND FUEL. I WAS TOO BUSY AT THE TIME AND RESPONDED 'STAND BY.' I NEVER DID GIVE INFO TO TWR. I FELT WE COULD HAVE COMMUNICATED A LITTLE BETTER AS A CREW. I WAS NOT SURE INITIALLY IF THE CAPT WANTED TO SHUT DOWN ENG OR ALLOW IT TO IDLE DURING RETURN.

## **Synopsis**

A B757 HAS TO SHUT DOWN AN ENG AND RETURN FOR EMER LNDG AFTER SEVERAL DUCKS ENTERED THE ENG ON TKOF.

**ACN: 606900**

### **Time / Day**

Date : 200401  
Day : Sat  
Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.Airport : PYM.Airport  
State Reference : MA  
Altitude.MSL.Single Value : 1300

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Operator.General Aviation : Corporate  
Make Model Name : Beech Jet 400  
Operating Under FAR Part : Part 91  
Operating Under FAR Part.Other : 201

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 606900

### **Person : 2**

Function.Flight Crew : First Officer

### **Person : 3**

Function.Maintenance : Technician

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

### **Assessments**

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : Airspace Structure  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

AFTER TKOF FROM RWY 24, DEP INSTRUCTIONS WERE TO CLB TO 2000 FT AND TURN L HDG 120 DEGS. WITH THE SIC FLYING (PF), HE INITIATED A L TURN AT 1000 FT. AT APPROX 1300 FT, A HDG OF 180 DEGS AND IN LIGHT TURB, BOTH PLTS FELT A BUMP FROM THE AIRPLANE. PIC (PNF) VERIFIED NORMAL FLT CONTINUITY AND ENG PARAMETERS. PIC (PNF) DETERMINED IT WAS SAFE TO CONTINUE AND THE FLT CONTINUED AS PLANNED WITH NO ABNORMALITIES NOTED. AFTER LNDG AT PBI, PIC RESUMED CTL OF THE AIRPLANE DURING THE TAXI FROM THE RWY. PIC TAXIED THE AIRPLANE TO THE FBO RAMP AND AFTER SHUTTING DOWN ENGS AND OPENING THE CABIN DOOR, LINE PERSONNEL ADVISED THE CREW THAT THE R ENG LOWER COWLING WAS MISSING. CREW THEN CALLED FBO MAINT AND COMPANY X MAINT. UPON INSPECTION OF R ENG UPPER COWLING, A LARGE DENT, APPARENTLY RESULTING FROM A BIRD STRIKE, WAS NOTICED BY CREW AND MAINT PERSONNEL.

## **Synopsis**

LOWER R ENG COWLING ON A BE400 BEECH JET NOTED TO BE MISSING AFTER LNDG AT PBI, FL. POSSIBLE BIRD STRIKE ON TKOF FROM PYM, MA.

**ACN: 604691**

## **Time / Day**

Date : 200401  
Day : Fri  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : SEGU.Airport  
State Reference : FO  
Altitude.MSL.Bound Lower : 19  
Altitude.MSL.Bound Upper : 600

## **Environment**

Light : Daylight

## **Aircraft : 1**

Operator.Common Carrier : Air Carrier  
Make Model Name : A300  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 604691

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Flight Attendant : On Duty

## **Person : 4**

Function.Controller : Local

## **Person : 5**

Function.Other Personnel.Other : CFR

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Airport

## **Narrative**

AFTER TKOF FROM SEGU AT APPROX 600 FT, HAD A BIRD STRIKE FOLLOWED BY VIBRATIONS. ENG INDICATIONS NORMAL, EGT, N1 AND N2. DECLARED A MAYDAY, SET UP FMC, AND WENT TO TIME CRITICAL CHKLIST. ADVISED FLT ATTENDANT AND MADE A PA OF OUR RETURNING TO SEGU. ON FINAL VERIFIED EMER EQUIP WAS STANDING BY. OVERWT LNDG WAS NORMAL WITH A 300 FT DSCNT RATE AT TOUCHDOWN. ALL WAS NORMAL SO ADVISED FLT ATTENDANT AND PAX TO REMAIN IN THEIR SEATS WHILE WE TAXIED TO PARKING SPOT. REQUESTED EMER EQUIP TO FOLLOW US TO PARKING AND STAND BY WHILE BRAKE TEMPS COOLED. HIGHEST TEMP WAS 320 DEGS. AFTER BRAKES COOLED, ASKED TWR TO RELEASE EMER EQUIP. EMER WAS HANDLED PROPERLY BY TWR AND CFR. CALLED FLT SUPPORT TO ADVISE DISPATCH OF EVENT. FO DID A GREAT JOB.

## **Synopsis**

FLT CREW OF A300 ENCOUNTER A BIRD STRIKE SHORTLY AFTER TKOF FROM SEGU. AN UNACCEPTABLE VIBRATION FROM THE ENGS RESULTS. DECLARE EMER AND RETURN TO DEP ARPT.

**ACN: 600948**

## **Time / Day**

Date : 200311  
Day : Mon  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 11000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : ZZZ.Tower  
Operator.General Aviation : Personal  
Make Model Name : PA-31 Navajo Chieftan/Mojave/Navajo T1020  
Operating Under FAR Part : Part 91  
Flight Phase.Climbout : Initial

## **Person : 1**

Function.Flight Crew : Single Pilot  
ASRS Report : 600948

## **Person : 2**

Function.Observation : Observer  
Function.Other Personnel.Other : Witness

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Other Anomaly.Other : Loss Of Right Engine Cowling  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Overcame Equipment Problem  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Flight Cancelled  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

AFTER DEP FROM ZZZ AT APPROX XA20, TURNING ON R DOWNWIND FOR R  
DOWNWIND DEP, THE R ENG NACELLE DEPARTED THE ACFT. RETURNED TO LAND

RWY 35L AT ZZZ WITH NO FURTHER INCIDENT. I DID NOT SEE WHAT CAUSED THE SEPARATION, BUT UPON LNDG, A WITNESS CALLED THE ARPT AND RPTED SEEING THE ACFT HIT A BIRD. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE ENG COWLING ON THE L AND R APPEARED SECURE DURING THE PREFLT INSPECTION WITH NO OBVIOUS DEFECTS. THE RPTR SAID NOTHING WAS SEEN BUT DID HEAR A NOISE AND THE COWLING WAS GONE. THE RPTR STATED ON THE GND A PHONE CALL WAS MADE TO THE OFFICE BY SOMEONE RPTING SEEING A BIRD STRIKE A SMALL TWIN ENG AIRPLANE, AND A PART FALL OFF. THE RPTR SAID A POSTFLT INSPECTION WAS MADE REVEALING THE R HORIZ STABILIZER WAS STRUCK BY THE DEPARTED COWLING.

### **Synopsis**

A PIPER PA31 PLT, ON CLB AT 1100 FT RPTED THE R ENG COWLING DEPARTED THE ACFT. A GND WITNESS RPTED SEEING A BIRD STRIKE THE AIRPLANE.

**ACN: 599678**

## **Time / Day**

Date : 200311  
Day : Wed  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : AUS.Airport  
State Reference : TX  
Altitude.MSL.Single Value : 1500

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.Tower : AUS.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-200  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 599678

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Maintenance : Technician

## **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Maintenance Problem : Improper Documentation  
Anomaly.Maintenance Problem : Improper Maintenance  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Anomaly Accepted  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Maintenance Factors**

Maintenance.Contributing Factor : Schedule Pressure  
Maintenance.Performance Deficiency : Inspection  
Maintenance.Performance Deficiency : Logbook Entry  
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

## Assessments

Problem Areas : Company  
Problem Areas : Environmental Factor  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Maintenance Human Performance

## Situations

### Narrative

SHORTLY AFTER TKOF FROM AUS, I SAW A FLASH TO THE L OF THE ACFT, SIMILAR TO A BIRD PASSING THROUGH AN ILLUMINATED LNDG LIGHT, AND HEARD A LOUD 'THUMP' THAT SEEMED TO ORIGINATE ON THE LOWER L SIDE OF THE ACFT. ON LNDG IN DAL, WE TOLD THE MECH WHO MET THE ACFT THAT WE BELIEVED WE HAD SUSTAINED A BIRD STRIKE. HE ASKED IF IT WAS A BIRD STRIKE, WHICH WOULD REQUIRE A LOGBOOK ENTRY AND INSPECTION (WE WERE TRYING TO MAKE UP TIME AFTER RUNNING BEHIND SCHEDULE FOR MOST OF THE DAY), OR IF WE WOULD BE WILLING TO SAY IT WAS A 'SUSPECTED BIRD STRIKE,' AND HE'D TAKE A LOOK TO DETERMINE IF THERE WAS ONE. IN THE ABSENCE OF ANY VISIBLE EVIDENCE AT THAT POINT (NEITHER OF US HAD YET LEFT THE FLT DECK), WE WERE WILLING TO CHARACTERIZE IT AS A 'SUSPECTED BIRD STRIKE,' AND NOTHING WAS ENTERED INTO THE LOGBOOK. THE MECH RPTED BACK TO US THAT THERE WAS A BIRD STRIKE, BUT HE'D TAKEN CARE OF IT AND CLEANED IT UP. AT THE TIME, I INTERPRETED THIS TO MEAN THAT HE HAD TAKEN ALL THE ACTIONS THAT WOULD HAVE BEEN ASSOCIATED WITH A WRITE-UP, EXCEPT THE PAPERWORK (IE, HE HAD INSPECTED THE AREA AND FOUND NO DAMAGE). HE SEEMED TO BELIEVE THAT IT WAS 'NO BIG DEAL' AND SHOWED NO INCLINATION TO PUT ANYTHING INTO THE LOGBOOK, SO I LET IT GO. THE NEXT LEG (TO TUL) WAS THE LAST ONE OF THE NIGHT FOR US AND THE ACFT, AND ON MY POSTFLT WALKAROUND, I OBSERVED DRIED BLOOD ON THE LEADING EDGE OF THE L WING INBOARD OF THE #1 ENG. I RELATED THIS TO THE CAPT WHEN I GOT BACK TO THE JETWAY. HE SAID, 'I'LL TAKE CARE OF IT' OR WORDS TO THAT EFFECT, AND WENT DOWNSTAIRS. WHEN HE RETURNED, HE INDICATED THAT HE'D REMOVED THE BLOOD FROM THE LEADING EDGE. IF HE CALLED MAINT, HE DIDN'T SAY SO. WE DEPARTED TO THE HOTEL. THE MORE I THINK ABOUT THE EVENING'S EVENTS, THE LESS COMFORTABLE I AM WITH THE WAY THINGS PLAYED OUT. HOW THOROUGH COULD THE MECH'S INSPECTION HAVE BEEN, IF THERE WAS AN AREA OF DRIED BLOOD ON THE LEADING EDGE? IS IT POSSIBLE TO SUSTAIN DAMAGE TO THE LEADING EDGE DEVICES THAT ISN'T APPARENT FROM A VISUAL INSPECTION OF THE LEADING EDGE ITSELF? SHOULD THIS SORT OF INFO BE TRACKED IN SOME FORM FOR FUTURE REF? SKIPPING THE WRITE-UP IN THE NAME OF GETTING BACK ON SCHEDULE WAS CUTTING A CORNER, AND THAT'S NOT THE RIGHT ANSWER. THERE IS A 'GRAY AREA' ASSOCIATED WITH WRITING UP 'MINOR' PROBS, IN THAT CAPTS SOMETIMES DELAY WRITING UP A PROB UNTIL REACHING A MAINT BASE, AND GIVE A MECH THE OPPORTUNITY TO FIX IT WITHOUT THE DOCUMENTATION. I THINK TONIGHT WE CROSSED THE LINE FROM THE REALM OF GETTING THE JOB DONE RIGHT (ALTHOUGH WITHOUT ALL THE TECHNICALLY REQUIRED PAPERWORK) INTO THE REALM OF OMITTING

DOCUMENTATION (AND PERHAPS MORE) THAT NEEDS TO BE DONE. IN THE FUTURE, I WILL BE MORE CONSERVATIVE ABOUT WHAT I'M COMFORTABLE NOT DOCUMENTING.

### **Synopsis**

B737-200 CREW HAD A BIRD STRIKE DEPARTING AUS. THE CAPT DID NOT LIST THE BIRD STRIKE IN THE ACFT MAINT LOGBOOK.

**ACN: 599620**

## **Time / Day**

Date : 200311  
Day : Fri  
Local Time Of Day : 0001 To 0600

## **Place**

Locale Reference.Navaid : TEB.VOR  
State Reference : NJ  
Altitude.MSL.Single Value : 2500

## **Environment**

Light : Night

## **Aircraft : 1**

Controlling Facilities.TRACON : N90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 599620

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 599623

## **Person : 3**

Function.Flight Attendant : On Duty

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Inflight Encounter : Turbulence  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Aircraft Damaged

## **Assessments**

Problem Areas : Airport  
Problem Areas : Environmental Factor

## **Narrative**

ON NOV/SAT/03 AT APPROX XA15 HRS, FLT ZZZ TO EWR ENCOUNTERED A BIRD STRIKE AT 2500 FT, 2 MI W OF THE TEB VOR. THE FLT WAS JUST GIVEN THE TURN TO FINAL APCH COURSE AND CLRNC FOR THE ILS RWY 22L AT EWR WHEN A LOUD EXPLOSION WAS HEARD. AN EMER WAS DECLARED AND A REQUEST WAS MADE FOR THE CFR EQUIP. WITH THE LNDG CHKLIST COMPLETE, A NORMAL VISUAL APCH WAS COMPLETED AND THE ACFT LANDED WITHOUT FURTHER INCIDENT. AFTER VISUAL INSPECTION OF THE ACFT BY THE CFR CREW, THE AIRPLANE WAS TAXIED TO THE GATE. THE PAX EXITED THE ACFT VIA THE JETBRIDGE. MOST PAX WERE CALM AND SHOWED NO SIGNS OF DISTRESS. AS WE WERE ABOUT TO INTERCEPT THE FINAL APCH COURSE, I HEARD A LOUD EXPLOSION AND NOTED THE ACFT INTERIOR TRIM OF THE CLR VIEW WINDOW HAD BEEN PUSHED TOWARD MY R SHOULDER. I HEARD A RUSH OF AIR. I ORIGINALLY SUSPECTED A RAPID DEPRESSURIZATION AND WAS LOOKING FOR A CRACKED OR BROKEN WINDOW. I ASKED THE CAPT IF HE WANTED ME TO DECLARE AN EMER AND HE SAID YES. I CALLED APCH TO DECLARE THE EMER AND REQUESTED THE CFR CREW. THE CAPT SAID HE WAS HAVING A HARD TIME CTLING THE ACFT BUT LATER IT WAS SUSPECTED THAT IT WAS THE TURB AND INITIAL YAW OF THE BIRD STRIKE. WE CONFIGURED THE ACFT FURTHER AND THEN SPOKE TO THE FLT ATTENDANTS TO ASCERTAIN THE SIT OF THE PAX COMPARTMENT. THEY RPTED NO SMOKE, DAMAGE, OR ADDITIONAL NOISES FROM THE REAR OF THE PLANE. I INSTRUCTED THEM TO PREPARE FOR AN EMER LNDG AND THAT WE DID NOT NOW THE NATURE OF THE EMER BUT THEY HAD 1 MIN 30 SECONDS TO PREPARE. THE ACFT LANDED WITHOUT FURTHER INCIDENT. AFTER LNDG, I CALLED TO THE BACK AND ASKED IF THE SIT HAD CHANGED AND THEY STATED THAT A FLT ATTENDANT (SUSPECT A COMMUTER OR DEADHEADER) IN THE BACK OF THE PLANE SAW A BRIGHT FLASH FROM THE R SIDE OF THE PLANE. THE CAPT THEN ELECTED TO SHUT DOWN THE R ENG. WE TOLD THEM THERE WOULD NOT BE AN EMER EVAC AND THAT WE WOULD GO TO THE GATE. THE CFR CREW DID NOT SEE ANY ENG DAMAGE SO THE CAPT DECIDED TO TAXI TO THE GATE WITH THE CFR CREW IN TRAIL.

## **Synopsis**

MD80 BIRD STRIKE IN AREA OF R SIDE COCKPIT WINDOW ON ILS RWY 22L APCH TO EWR. FLT CREW DECLARES AN EMER AND MAKES AN UNEVENTFUL LNDG.

**ACN: 599428**

## **Time / Day**

Date : 200311  
Day : Mon  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ORF.Airport  
State Reference : VA  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

## **Aircraft : 2**

Controlling Facilities.Tower : ORF.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-300  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Takeoff Roll

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 599428

## **Person : 2**

ASRS Report : 599424

## **Person : 3**

Function.Other Personnel : Dispatcher

## **Person : 4**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Rejected Takeoff  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

## **Narrative**

TKOF ROLL, RWY 23 (9000 FT), GROSS WT 108000 LBS, TKOF SPDS V1 129 KTS, VR 129 KTS, V2 137 KTS. DURING TKOF ROLL AT APPROX 80 KTS, WE NOTICED 2 VERY LARGE BIRDS (BLUE HERONS) XING THE RWY APPROX 1000-2000 FT AHEAD. AS WE CONTINUED THE TKOF ROLL, WE REALIZED THAT THE BIRDS WERE LIKELY TO BE A FACTOR. AT APPROX 100-110 KTS, THERE WAS A VERY LOUD BANG WHEN 1 BIRD IMPACTED THE L SIDE OF THE ACFT. I MADE THE DECISION TO ABORT, CALLED OUT 'ABORT, I HAVE THE ACFT,' AND INITIATED THE REJECTED TKOF PROC. WE EXITED THE RWY AT TXWY G, AND TOLD TWR WE NEEDED TO ASSESS OUR BRAKE ENERGY. AFTER CALCULATING THE BRAKE ENERGY IN THE OPC, WE CALLED OPS AND TOLD THEM WE WOULD BE RETURNING TO THE GATE, AND ASKED IF THEY COULD CONTACT CONTRACT MAINT TO INSPECT THE ACFT. THE BIRD IMPACTED THE FUSELAGE JUST BEHIND THE L3 WINDOW AND JUST FORWARD OF THE FORWARD ENTRY DOOR. AFTER THE INSPECTION, CONTACTING THE CHIEF PLT, DISPATCH, AND COMPANY MAINT, AND WAITING FOR THE BRAKE COOLING PERIOD, WE PUSHED BACK AND DEPARTED. LOOKING BACK, PERHAPS THE DECISION TO ABORT FOR A BIRD STRIKE ABOVE 80 KTS WAS THE WRONG ONE. AFTER RESEARCHING THE PHYSICAL SIZE OF THIS TYPE OF BIRD WHICH HAS A WING SPAN OF 7-8 FT AND A BODY LENGTH OF OVER 4 FT LONG, I WAS ASTONISHED TO FIND THAT THIS TYPE OF BIRD ONLY WEIGHS AROUND 6.5 LBS. MY THOUGHT PROCESS WAS THAT I DIDN'T WANT TO CONTINUE A TKOF NOT KNOWING WHETHER A BIRD OF THAT PHYSICAL SIZE WAS INGESTED INTO AN ENG. WITH MY R HAND ON THE THROTTLE QUADRANT, HEARING A VERY LOUD BANG, AND HITTING A BIRD OF THAT SIZE, MY INITIAL REACTION WAS TO ABORT THE TKOF AND ASSESS THE DAMAGE ON THE GND RATHER THAN IN THE AIR. THE QRH STATES CLRLY THAT 'IT IS RECOMMENDED THAT THE CAPT REJECT A TKOF ABOVE 80 KTS ONLY FOR AN ENG FAILURE, FIRE WARNING, A PREDICTIVE WINDSHEAR WARNING, OR THE ACFT IS UNSAFE/UNABLE TO FLY.' AFTER THINKING ABOUT IT IN THE COMFORT OF MY HOME, I REALIZE THAT ABORTING A TKOF FOR A POSSIBLE ENG FAILURE RATHER THAN AN ACTUAL ENG FAILURE PROBABLY ISN'T THE CORRECT DECISION, REGARDLESS OF THE PHYSICAL SIZE OF BIRD.

## **Synopsis**

B737-300 CREW ABORTED TKOF AFTER A BLUE HERON BIRD STRIKE AT ORF.

**ACN: 598789**

## **Time / Day**

Date : 200309  
Day : Thu  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : LGA.Airport  
State Reference : NY

## **Environment**

Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : N90.TRACON  
Controlling Facilities.Tower : JFK.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Fokker 100  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Attendant : On Duty  
Function.Oversight : Flight Attendant In Charge  
ASRS Report : 598789

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Controller : Departure

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Alternate  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Environmental Factor

## **Narrative**

APPROX 1 MIN AFTER TKOF, THERE WAS A LOUD 'BOOM.' THEN THE ENTIRE ACFT STARTED TO VIBRATE EXCESSIVELY. MY JUMPSEAT WAS IN THE VERY BACK OF THE PLANE, RIGHT BTWN THE 2 ENGS. IT FELT LIKE THE WHOLE AFT PORTION OF THE PLANE WAS ABOUT TO VIBRATE/BREAK OFF. I IMMEDIATELY GOT OUT OF MY JUMPSEAT AND RAN TO THE FRONT OF THE PLANE. WE COULD HEAR ALL OF THE WARNING DEVICES GOING OFF IN THE COCKPIT, SO WE DID NOT IMMEDIATELY 'BOTHER' THEM. WITHIN A FEW MORE MINS, I CALLED THE COCKPIT. THE CAPT, INDICATED THAT WE HAD LOST AN ENG AND WOULD BE LNDG IN JFK IN JUST A FEW MINS. I ASKED IF WE SHOULD PREPARE FOR A PLANNED EMER LNDG, AND SHE SAID, 'NO.' I WENT TO THE WINDOW EXITS AND REBRIEFED - IN MORE DETAIL - THE OP OF THE WINDOW EXITS. I RESEATED ONE ABLE BODIED MAN IN THE AFT L-HAND SIDE EXIT WHERE NO PAX WERE SEATED. THEN I SAT IN THE FRONT R-HAND SIDE PAX SEAT WINDOW EXIT FOR LNDG. WE LANDED WITHOUT INCIDENT. ALL PAX SAFELY DEPLANED. THE AFT R-HAND WINDOW DIRECTLY ACROSS FROM THE ENG HAD BIRD RESIDUE SMEARED ON THE WINDOW. OXYGEN MASKS FELL IN THE LAST ROW ON THE R-HAND SIDE OF PAX SEATS. NO PAX WERE SEATED THERE, THEREFORE, OXYGEN WAS NOT DEPLOYED.

## **Synopsis**

AN F100 FLT ATTENDANT IN CHARGE RPTED AN APPARENT BIRD STRIKE DURING TKOF FROM LGA, WHICH DAMAGED AN ENG, CAUSING THE CAPT TO DIVERT TO JFK.

**ACN: 596056**

## **Time / Day**

Date : 200310  
Day : Thu  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : OTH.Airport  
State Reference : OR  
Altitude.AGL.Single Value : 75

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.TRACON : P80.TRACON  
Operator.General Aviation : Corporate  
Make Model Name : Gulfstream II  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Flight Phase.Landing : Go Around

## **Aircraft : 2**

Operator.Other : Military  
Make Model Name : Helicopter  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 596056

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Other Personnel.Other : FAA Inspector

## **Person : 4**

## **Person : 5**

Function.Controller : Approach

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Birds

Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.None Taken : Insufficient Time  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## Assessments

Problem Areas : Environmental Factor

## Narrative

ACFT WAS ON VERY SHORT FINAL WHEN LARGE FLOCK OF MIGRATORY BIRDS FLEW INTO ACFT PATH. COLLISION FOLLOWED. APPROX 12 BIRDS HIT. DAMAGE TO ACFT OCCURRED. THE CAPT SPOKE BY TELEPHONE WITH THE LCL FBO AND QUERIED THE FBO PERSONNEL AS TO LCL INFO WHICH MIGHT ASSIST AND OR MAKE THE FLT SAFER. NO INFO WAS PROVIDED CONCERNING MIGRATORY BIRDS OR ANY OTHER HAZARD EXCEPT FOR SOME TXWY CONSTRUCTION INFO. NO FLT PLAN WAS FILED FOR THE 30 MIN FLT. HILLSBORO TWR PROVIDED A VFR HDOF TO PORTLAND APCH CTL, WHO IN TURN PROVIDED A DISCRETE XPONDER CODE, VFR FLT FOLLOWING AND SUBSEQUENT HDOFS FOR THE DURATION OF THE FLT. THE FLT WAS PRINCIPALLY CONDUCTED AT 16500 FT IN VFR CONDITIONS. SKY CONDITIONS WERE CLR WITH UNRESTR VISIBILITIES FOR DEP AND ENRTE PHASES OF THE FLT. AFTER COMPLETION OF ALL CHKLISTS, THE LETDOWN WAS INITIATED. WE MONITORED AWOS AND COMMON TFC FOR NORTH BEND, BUT THE AWOS WAS DELIVERED VIA RELAY FROM THE ENRTE CTLR. AT APPROX, 10 MI NE OF THE FIELD, AWOS WAS AGAIN, PROVIDED BY PORTLAND APCH AT THE INITIATION OF A FREQ CHANGE. SKY CLR, 6 MI VISIBILITY, WIND 340 DEGS AT 11 KTS. WE ELECTED TO FLY FULL L TFC TO RWY 4. WE COMMUNICATED INTENTIONS ON CTAF. A MIL HELI, WAS ALSO OPERATING AT THE ARPT. WE HAD VISUAL CONTACT WITH HELI AND THEY ACKNOWLEDGED HAVING THE SAME OVER CTAF FREQ. THE HELI CREW XMITTED OVER CTAF THAT THEY WOULD SEQUENCE #2 AND FOLLOW US TO THE ARPT. WE FLEW A NORMAL TFC PATTERN, FLEW THE VASI TOWARDS THE TOUCHDOWN ZONE. THE COPLT WAS MONITORING THE APCH. AT THIS POINT, I NOTICED WHAT APPEARED TO BE SEVERAL HUNDRED LARGE BIRDS (CANADIAN GEESE) RISE UP FROM THE GRASS AT THE APCH END OF THE RWY. I IMMEDIATELY COMMANDED AND INITIATED A GAR. THE COPLT SUPPORTED THIS EFFORT. SEVERAL GEESE COLLIDED WITH THE ACFT. NO GEESE APPEARED TO FLY OVER THE ACFT. WE FLEW ANOTHER STANDARD TFC PATTERN, COMMUNICATED ON THE COMMON TFC FREQ AND LANDED WITHOUT EVENT. UPON DEPLANING AND INSPECTION, MULTIPLE BIRD STRIKES WERE NOTED. SOME CAUSING DAMAGE AND OTHERS, BLOOD AND DEBRIS ON THE ACFT'S UNDER SURFACES, OF THE ESTIMATED 12 IMPACT POINTS.

## Synopsis

GLF2 CREW HIT 12 CANADIAN GEESE ON A GAR, WHILE ATTEMPTING TO AVOID A LARGE FLOCK WHILE ON APCH TO OTH.

**ACN: 595424**

## **Time / Day**

Date : 200309  
Day : Mon  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : JGG.Airport  
State Reference : VA  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Operating Under FAR Part : Part 91  
Flight Phase.Landing : Roll

## **Person : 1**

Function.Flight Crew : Single Pilot  
ASRS Report : 595424

## **Events**

Anomaly.Excursion : Runway  
Anomaly.Ground Encounters : Animal  
Anomaly.Ground Encounters.Other : Left Gear Missing Lndg  
Anomaly.Other Anomaly : Loss Of Aircraft Control  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

WHILE LNDG AT JGG, WE HIT A PREGNANT DEER WITH THE L LNDG GEAR JUST BEFORE TOUCHDOWN. THE IMPACT SHEARED OFF THE L MAIN LNDG GEAR. I WAS ABLE TO MAINTAIN ACFT CTL UNTIL AIRSPD DECAYED AND THE AIRPLANE STARTED TO SETTLE ON ITS BELLY. DEPARTED THE RWY TO THE L APPROX 1000 FT AFTER IMPACT. AS THE AIRPLANE SLOWED, THE L FLOAT CONTACTED THE GND

AND SPUN THE ACFT APPROX 120 DEGS, CRUSHING THE L FLOAT. I SHUT DOWN THE ENGS AS WE DEPARTED THE RWY. DAMAGE TO THE AIRPLANE WAS THE L GEAR AND FLOAT.

### **Synopsis**

WHILE LNDG AT DUSK AT JGG, AMPHIBIOUS PUSHER CONFIGN SMA STRUCK DEER WITH L MAIN GEAR. GEAR SHORN FROM ACFT, TOUCHDOWN WAS MADE WITH THE R MAIN GEAR AND BELLY. ACFT EVENTUALLY EXITED RWY AND CAME TO A STOP AFTER A MODEST GND LOOP ABOUT THE L FLOAT.

**ACN: 595349**

## **Time / Day**

Date : 200309  
Day : Tue  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 50

## **Environment**

Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : ZZZ.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-300  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Takeoff

## **Component : 1**

Aircraft Component : AC Generator/Alternator

## **Component : 2**

## **Component : 3**

Aircraft Component : Pressurization Control System

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 595349

## **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 595194

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Aircraft : Equipment Problem Dissipated  
Resolatory Action.Flight Crew : Overcame Equipment Problem  
Resolatory Action.Flight Crew : Took Evasive Action  
Consequence.Other : Aircraft Damaged

Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

MULTIPLE BIRD STRIKES ON TKOF. SAW BIRDS 1/2 WAY THROUGH TKOF ROLL AND THOUGHT I COULD ROTATE OVER THE TKOF, BUT BIRDS ROSE AS I ROTATED. INITIAL INDICATIONS WERE SMELL IN CABIN. ENGS WERE OK. DURING CLB LOST AUTO PRESSURE CONTROLLER AND NORMAL EQUIP COOLING EXHAUST FAN. DURING INTERMEDIATE LEVELOFF, L ENG VIBRATIONS WERE ABOUT 3 WITH PWR AT 75%. AT HIGH PWR SETTINGS AND AT CRUISE ALL ENG INDICATIONS WERE NORMAL. DISCUSSED PROBS WITH DISPATCH AND MAINT AND WE AGREED ON CONTINUING FLT. ON ABOUT A 10 MI FINAL TO ZZZ1 RWY 22R, LOST YAW DAMPER, L GENERATOR BUS, B ELECTRIC HYD PUMP. NOTED THAT THRUST REVERSER #1 READ ZERO. APU STARTED TO PWR L GENERATOR BUS. LNDG WAS OTHERWISE NORMAL. NOTED THAT DURING ROLLOUT WE ALSO LOST L COM RADIO, BUT IT CAME BACK ON QUICKLY DUE TO UNKNOWN REASON.

## **Synopsis**

A B737-300 JUST AFTER ROTATION, STRUCK A FLOCK OF BIRDS AND NOTED SMELL IN CABIN. DURING CLB LOST COOLING FAN AND AUTO PRESSURE CTL.

**ACN: 594983**

## **Time / Day**

Date : 200310  
Day : Sun  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : MMUN.Airport  
State Reference : FO  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : MMUN.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Commercial Fixed Wing  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Takeoff  
Flight Phase.Ground : Takeoff Roll  
Flight Phase.Ground.Other : Rotation

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 594983

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Person : 4**

Function.Other Personnel : Dispatcher

## **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Airport  
Problem Areas : Company  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Situations**

### **Narrative**

THE FLT IS THE FIRST FLT OF THE DAY. ON SUNDAY MORNING AND TODAY, I HIT MULTIPLE BIRDS ON THE RWY. THE BIRDS ARE COMING OUT OF THE GRASS JUST AS WE REACH V1 AND ROTATE. I KNOW WE HIT AT LEAST 2 BIRDS ON SUNDAY MORNING. TODAY, WE HAD A FLOCK OF AT LEAST 30 BIRDS CROSS THE RWY AT ROTATION. I HEARD 2 HIT THE NOSE. SOME BIRDS FLEW OUT OF THE WAY, BUT AT LEAST 20 BIRDS WERE CLOSE ENOUGH TO IMPACT. BOTH MORNINGS THE ENGS RAN WITH NORMAL INDICATIONS. I CONTINUED TO THE DEST ARPT. I RPTED TO THE TWR BOTH TIMES. I RPTED TO DISPATCH BOTH TIMES. I FILLED OUT THE BIRD STRIKE FORMS BOTH TIMES. I AM FLYING THE SAME TRIP AGAIN IN SEPTEMBER, AND I AM TRYING TO DECIDE HOW TO HANDLE THE BIRD EXPOSURE IN MMUN. I HAVE HIT 2 FLOCKS OF BIRDS IN 2 DAYS, AND HAVE AT LEAST 2-8 BIRD STRIKES. THE BIRDS ARE SMALL, BUT THERE IS EXPOSURE THERE THAT I AM CONCERNED ABOUT. SHOULD I BACK-TAXI ON THE RWY TO TRY AND CLR THE BIRDS BEFORE TKOF? THE RWY LOOKS CLR OF BIRDS UNTIL WE GET DOWN THE RWY. THANK YOU FOR LOOKING INTO THIS PROB.

### **Synopsis**

ACR CAPT RPTED MULTIPLE PROBS WITH BIRD STRIKES DURING DEP FROM MMUN.

**ACN: 594416**

## **Time / Day**

Date : 200309

Day : Mon

## **Place**

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 200

## **Aircraft : 1**

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : EMB ER 140 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

## **Person : 1**

Function.Flight Crew : Captain

Function.Oversight : PIC

ASRS Report : 594416

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Airport

Problem Areas : Environmental Factor

## **Narrative**

ON APCH INTO DFW FOR RWY 18R, WE FLEW THROUGH A SMALL FLOCK OF BIRDS AT ABOUT 200 FT AGL. MOST WENT BY THE L SIDE, BUT WE STRUCK AT LEAST ONE. THE LNDG PROCEEDED NORMALLY AND WE NOTIFIED MAINT THAT A BIRD HAD BEEN STRUCK. THE BIRD WAS VERY SMALL AND LEFT ONLY A SMEAR ON THE L WING LEADING EDGE NEAR THE WING ROOT. NO DAMAGE APPEARS TO HAVE BEEN DONE DUE TO THE VERY SMALL SIZE OF THE BIRD.

## **Synopsis**

BIRD STRIKE ON AN ERJ-140 ON SHORT FINAL AT 200 FT AGL AT DFW, TX.

**ACN: 594415**

## **Time / Day**

Date : 200309  
Day : Mon  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : CID.Airport  
State Reference : IA  
Altitude.AGL.Single Value : 10

## **Environment**

Flight Conditions : VMC

## **Aircraft : 1**

Controlling Facilities.Tower : CID.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Embraer Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 594415

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Anomaly Accepted  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Airport  
Problem Areas : Environmental Factor

## **Narrative**

CLR VFR WX. DURING TKOF, JUST AFTER LIFTOFF THE ACFT STRUCK 1 SMALL BIRD WHILE OVER THE RWY. THE BIRD IMPACTED THE L FRONT WINDSHIELD AT

THE LOWER L CORNER. THE IMPACT LEFT A STAIN ABOUT 3 INCHES IN DIAMETER BUT DID NOT DAMAGE THE WINDSHIELD IN ANY WAY. ALL INDICATIONS AFTER THE IMPACT WERE NORMAL SO WE ELECTED TO CONTINUE THE FLT TO DFW. MAINT WAS NOTIFIED AND A LOGBOOK ENTRY WAS MADE. POSTFLT INSPECTION REVEALED NO OTHER IMPACT AREAS ON THE AIRFRAME VISIBLE TO US.

### **Synopsis**

BIRD STRIKE ON AN EMBRAER RJ ON LIFTOFF AT CID, IA.

**ACN: 592809**

### **Time / Day**

Date : 200309  
Day : Thu  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : LGA.Airport  
State Reference : NY  
Altitude.AGL.Single Value : 100

### **Environment**

Light : Dawn

### **Aircraft : 1**

Controlling Facilities.TRACON : N90.TRACON  
Controlling Facilities.Tower : LGA.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Fokker 100  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

### **Component : 1**

Aircraft Component : Turbine Engine

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 592809

### **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 592649

### **Person : 3**

Function.Controller : Approach

### **Person : 4**

Function.Controller : Local

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Other Anomaly.Other : ENG FAILURE  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENG INSTRUMENTS

Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed As Precaution  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

SHORTLY AFTER LIFTOFF AT LGA, SUSTAINED MULTIPLE BIRD STRIKES CAUSING #2 ENG TO FAIL. THIS WAS ACCOMPANIED BY STRONG ACFT VIBRATION. DECLARED EMER AND DECIDED TO PROCEED TO JFK FOR LNDG. WORKED MULTIPLE CHKLISTS AND SHUT DOWN R ENG ASSUMING SEVERE DAMAGE. GOT VECTORS FROM ATC FOR ILS RWY 22 AT JFK. NO PROB EXTENDING FLAPS OR GEAR ALTHOUGH ACFT WAS STILL EXPERIENCING VIBRATION. LANDED UNDER WT WITHOUT INCIDENT AT JFK. INSPECTION BY GND PERSONNEL CONFIRMED EXTENSIVE ENG DAMAGE AS WELL AS FUSELAGE DAMAGE. HAD GEAR PINS INSTALLED EVEN THOUGH NO APPARENT DAMAGE TO GEAR AND PROCEEDED NORMALLY TO GATE.

## **Synopsis**

F100 FLT CREW HAS BIRD STRIKES DURING TKOF CAUSING THE R ENG TO FAIL. THE FLT CREW ELECTED TO DIVERT TO JFK.

**ACN: 592139**

## **Time / Day**

Date : 200308  
Day : Tue  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ATL.Airport  
State Reference : GA  
Altitude.MSL.Single Value : 4000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : A80.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Intermediate Altitude

## **Component : 1**

Aircraft Component : Turbine Engine

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 592139

## **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 591971

## **Person : 3**

Function.Controller : Departure

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

## **Narrative**

R ENG INGESTED BIRD DURING CLBOUT. CAUSED SEVERE DAMAGE. ALL CHKLISTS WERE COMPLIED WITH, EMER WAS DECLARED, SHUT R ENG DOWN, AND RETURNED FOR LNDG IN ATLANTA.

## **Synopsis**

CL65 DEPARTING ATL INGESTED BIRD IN R ENG. EVENT CAUSED SEVERE DAMAGE TO ENG. DECLARED EMER, SHUT DOWN ENG AND RETURNED TO DEP ARPT.

**ACN: 590798**

### **Time / Day**

Date : 200308  
Day : Sat  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : MMLO.Airport  
State Reference : FO  
Altitude.AGL.Single Value : 0

### **Environment**

Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : MMLO.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Takeoff Roll

### **Component : 1**

Aircraft Component : Compressor

### **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 590798

### **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 590799

### **Person : 3**

Function.Controller : Local

### **Person : 4**

Function.Maintenance : Technician

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed As Precaution  
Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

ON DEP FROM BJX AT VR A BIRD WAS INGESTED IN THE R ENG AND SUBSEQUENTLY COMPRESSOR STALLED. THE AUTOTHROTTLE WAS DISCONNECTED AND THE R ENG RETARDED TO IDLE. COMPRESSOR STALL WAS CLRED WITH ALL ENG PARAMETERS RETURNING TO NORMAL. AN EMER WAS DECLARED BY THE CAPT WHILE THE FO CONTINUED TO FLY. R-HAND TFC WAS ENTERED FOR A VFR RETURN TO RWY 13. THE ENG FIRE (SEVERE DAMAGE) SEPARATION CHKLIST WAS COMPLETED WITH THE R ENG LEFT AT IDLE. A FLAPS 28 DEG LNDG AT 134500 LBS WAS ACCOMPLISHED BY THE CAPT WITH APPROX 1000 FPM SINK AT TOUCHDOWN. DURING THE AFTER LNDG CHKLIST THE R ENG WAS SHUT DOWN. BJX ARFF EQUIP VISUALLY INSPECTED THE ENG. UPON RETURN TO PARKING SPOT ANOTHER CARRIER'S LINE MAINT CONFIRMED N1 STAGE #1 FAN DAMAGE. A BRAKE OVERHEAT LIGHT ILLUMINATED DURING PARKING. COOLING FANS WERE INSTALLED.

## **Synopsis**

A BIRD FLEW INTO AN MD80 ENG ON TKOF, RESULTING IN A COMPRESSOR STALL AND A RETURN FOR LNDG.

**ACN: 590278**

### **Time / Day**

Date : 200308  
Day : Tue  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : ACY.Airport  
State Reference : NJ  
Altitude.AGL.Single Value : 50

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : ACY.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Takeoff

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 590278

### **Person : 2**

Function.Flight Crew : First Officer

### **Person : 3**

Function.Other Personnel : Dispatcher

### **Person : 4**

Function.Maintenance : Technician

### **Person : 5**

Function.Other Personnel.Other : Chief Plt

### **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Insufficient Time  
Consequence.Other : Maintenance Action

### **Assessments**

Problem Areas : Aircraft

## **Narrative**

ON TAKEOFF JUST AFTER WE ROTATED WE SAW A FLOCK OF SMALL BIRDS. AS WE PASSED THEM, IT SOUNDED LIKE WE HIT A COUPLE OF THEM. WE NOTIFIED THE TWR AND ENTERED A HOLDING PATTERN TO BURN OFF FUEL FOR A POSSIBLE LNDG. WE DID NOT NOTICE ANY ABNORMALITIES, ALL ENG INDICATIONS WERE NORMAL. WE CONSULTED DISPATCH, MAINT AND THE CHIEF PLT. WE WERE TOLD THAT IF WE HAD NORMAL INDICATIONS TO CONTINUE TO OUR DEST AND COMPLETE POSTFLT INSPECTION LOOKING FOR ANY DAMAGE. WHEN WE ARRIVED AT OUR DEST, NO DAMAGE WAS SEEN, BUT MAINT WAS CALLED TO LOOK AT THE PLANE.

## **Synopsis**

FLT CREW OF CL65 ENCOUNTERED FLOCK OF BIRDS ON TKOF. CONCERNED THEY MAY HAVE HIT SOME, THEY DELAYED DEP FROM THE AREA UNTIL CONFERRING WITH THEIR MAINT AND DISPATCH DEPTS. EVENTUALLY PROCEEDED TO DEST.

**ACN: 590243**

## **Time / Day**

Date : 200308  
Day : Wed  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : OAK.Airport  
State Reference : CA  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.Tower : OAK.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-700  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Pushback

## **Component : 1**

Aircraft Component : Aircraft Logbook(s)

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 590243

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 590242

## **Person : 3**

Function.Other Personnel.Other : Gnd Crew

## **Person : 4**

Function.Controller : Ground

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Maintenance Problem : Improper Documentation  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Anomaly.Other Anomaly.Other : Log Write Up Sign Off

Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Other : Pet To Gate  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Maintenance Factors**

Maintenance.Contributing Factor : Schedule Pressure  
Maintenance.Performance Deficiency : Inspection  
Maintenance.Performance Deficiency : Logbook Entry  
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Maintenance Human Performance

## **Narrative**

UNSCHEDULED ACFT CHANGE IN OAK. TOLD BY FO FROM ACFT THAT WE WERE TAKING THE CHANGE DUE TO BIRD STRIKE INSPECTION THAT WOULD BE DONE WHEN WE ARRIVED IN OUR NEXT DEST. DID BAG DRAG FROM GATE X TO GATE Y IN OAK. GOT SAME DEBRIEF FROM OFF-GOING CAPT. DID WALKAROUND AND FOUND EVIDENCE OF BIRD IMPACT INSIDE #2 ENG AT 8 O'CLOCK POS WITH NO DAMAGE TO ANY OF THE BLADES. FOUND NO EVIDENCE OF BIRD IMPACT IN #1 ENG. I EXPECTED TO SEE BIRD STRIKE AND I FOUND ONE. WE PUSHED ON TIME. AFTER PUSH BACK WAS COMPLETED, THE CAPT AND I TALKED ABOUT THE BIRD STRIKE AND REALIZED THAT THE BIRD STRIKE WAS WRITTEN UP AS HAPPENING TO THE #1 ENG AND I HAD FOUND BIRD IMPACT IN THE #2 ENG. DECIDED TO RETURN TO GATE TO GET MAINT INSPECTION OF THE #2 ENG PRIOR TO GOING FLYING. I SHOULD HAVE REALIZED THAT MAINT WOULD CLEAN UP ANY EVIDENCE OF BIRD STRIKE AS PART OF THEIR INSPECTION ON #1 ENG. ALSO, SHOULD HAVE HAD THE CONVERSATION ABOUT WHICH ENG WAS WRITTEN UP PRIOR TO PUSHBACK. SUPPLEMENT INFO FROM ACN 590242: THE NEW ACFT NEEDED TO RETURN TO PHX FOR BIRD STRIKE BORESCOPE. AFTER PUSHBACK, IT OCCURRED TO ME THAT THE LOGBOOK SHOWED BIRD STRIKE ON #1 ENG. WE DOUBLE-CHKED LOGBOOK AND REALIZED THAT THE FO HAD FOUND A 2ND BIRD STRIKE! THE FLT PUSHED ON TIME THE 1ST TIME AND 20 MINS LATER THE 2ND TIME. CONTRIBUTING FACTORS: EXPECTATION -- THE OTHER CREW HAD TOLD US ABOUT THE BIRD STRIKE AND WE WERE THEREFORE EXPECTING TO FIND SOME EVIDENCE OF ONE ON THE PREFLT. IT WAS NOT UNTIL I STARTED TO THINK ABOUT THE TKOF BRIEFING, AND WHICH ENG TO PAY CLOSE ATTN TO, THAT I REALIZED THE FO HAD TALKED ABOUT A STRIKE ON #2 BUT THE LOG SAID #1. RUSHING -- WE WERE HURRYING TO GET NEW ACFT OUT ON TIME AND DID NOT TAKE TIME TO FULLY COMMUNICATE.

## **Synopsis**

A B737-700 FLT CREW RETURNS TO THE GATE FOR AN INSPECTION OF ANOTHER ENG WHEN REALIZING THE SIGNED OFF BIRD STRIKE WRITE UP IN LOGBOOK SHOULD HAVE INCLUDED BOTH ENGS, NOT JUST #1 ENG, AT OAK, CA.

**ACN: 587997**

## **Time / Day**

Date : 200306  
Day : Thu  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : DFW.Airport  
State Reference : TX  
Altitude.AGL.Single Value : 700

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : DFW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B757 Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 587997

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 587996

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Other Anomaly.Other : Comp Stall FOD  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed As Precaution  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : Environmental Factor

## **Narrative**

A BIRD STRIKE TO THE L ENG WAS EXPERIENCED DURING TKOF AFTER ROTATION. THE L ENG BRIEFLY STALLED AND THEN STABILIZED. NO PARAMETERS WERE EXCEEDED. THRUST WAS REDUCED ON AFFECTED ENG. ATC, FLT ATTENDANTS AND PAX WERE BRIEFED OF THE SIT AND A PRECAUTIONARY, NORMAL LNDG WAS ACCOMPLISHED AT DFW. LNDG WT 194000 LBS WAS BELOW MAX LNDG WT OF 198000 LBS. VISUAL INSPECTION OF THE L ENG REVEALED FAN ASSEMBLY DAMAGE TO THE OUTBOARD EDGES OF APPROX 10-12 BLADES. A SUBSTITUTE ACFT WAS OBTAINED AND FLT CONTINUED UNEVENTFULLY. ALL CREW MEMBERS PERFORMED COMPETENTLY AND PROFESSIONALLY. FAA FORM 5200-7 WAS SUBMITTED.

## **Synopsis**

BIRD STRIKE ON L ENG CREATED A COMPRESSOR STALL, MANDATING A RETURN LNDG AT DFW, TX.

**ACN: 587295**

## Time / Day

Date : 200305

Day : Tue

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B737-200

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

## Component : 1

Aircraft Component : Wing Fairing

## Person : 1

Function.Maintenance : Technician

ASRS Report : 587295

## Person : 2

Function.Maintenance : Inspector

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Birds

Anomaly.Other Anomaly.Other : Fairing Departed Acft

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

## Assessments

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

## Narrative

A 'C' CHK WAS PERFORMED ON ACFT ON MAY/TUE/03 IN ZZZ. I WAS ASSIGNED TO THE R WING AND SIGNED FOR THE INSTALLATION OF THE #5 CANOE FAIRING. I INSTALLED THE FAIRING IN ACCORDANCE WITH THE MAINT MANUAL WHICH WAS INSPECTED AT THE END OF THE NIGHT. ON JUN/WED/03, THE FIBERGLASS FAIRING DEPARTED THE ACFT ON DEP FROM ZZZ1. ON ARR, THE ATTACHING HARDWARE WAS INSTALLED ON THE ACFT. CALLBACK

CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED A HEARING WAS HELD AND IT WAS DISCOVERED THE CANOE FAIRING HAD INCURRED A BIRD STRIKE 1 DAY PRIOR TO THE FAIRING DEPARTING THE ACFT. THE RPTR SAID THE MGR WAS CERTAIN THE FAIRING HAD BEEN INSTALLED CORRECTLY AND THE BIRD STRIKE WAS MORE LIKELY TO HAVE CAUSED THE FAIRING FAILURE.

### **Synopsis**

A B737-200 HAD A #5 FLAP ACTUATOR CANOE FAIRING DEPART THE ACFT. TECHNICIAN WHO INSTALLED FAIRING 43 DAYS EARLIER WAS ADVISED OF COMPANY HEARING.

**ACN: 586914**

## **Time / Day**

Date : 200307  
Day : Sun  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : ALB.Airport  
State Reference : NY  
Altitude.AGL.Single Value : 800

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : ALB.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 586914

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Insufficient Time  
Resolatory Action.Other : Advised Atc

## **Assessments**

Problem Areas : Environmental Factor

## **Narrative**

ON TKOF, WE STRUCK A BIRD ON THE L SIDE PORTION OF THE NOSE CONE. NO OTHER ABNORMALITIES OCCURRED. THE BIRD WAS SMALL IN SIZE. FLT CONTINUED NORMALLY. NOTIFICATION MADE TO ATC.

## **Synopsis**

CL65 STRUCK BIRD ON TKOF FROM ALB. COMPLETED FLT. NO APPARENT DAMAGE.

**ACN: 585196**

## **Time / Day**

Date : 200306  
Day : Thu  
Local Time Of Day : 0601 To 1200

## **Place**

State Reference : CA  
Altitude.MSL.Single Value : 3500

## **Environment**

Flight Conditions : Marginal  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZSE.ARTCC  
Operator.General Aviation : Personal  
Make Model Name : Bonanza 35  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Enroute Altitude Change  
Flight Phase.Cruise : Level

## **Person : 1**

Function.Flight Crew : Single Pilot  
ASRS Report : 585196

## **Person : 2**

Function.Controller : Radar

## **Person : 3**

## **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Landed As Precaution  
Consequence.Other : Aircraft Damaged

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

## **Narrative**

I DEPARTED MEDFORD, OR, JUN/THU/03, APPROX XA45, FLEW S ENRTE TO FULLERTON, CA. CLBING THROUGH 3500 FT IN THE VICINITY OF WEED, CA, I LOOKED DOWN AT MY CHARTS TO CONFIRM MY LOCATION. WHEN I LOOKED UP I HAD ENTERED A CLOUD. SHORTLY THEREAFTER I HEARD AND FELT A THUMP ON THE ACFT, IMMEDIATELY COMMENCED A CLB. IN SHORT ORDER I WAS IN CLR AIR AND WAS UNABLE TO SEE ANY DAMAGE TO THE WINGS NOR ANY CHANGE IN NORMAL PERFORMANCE OF THE ACFT. AS THE FLT PROGRESSED, I THOUGHT I MIGHT HAVE EXPERIENCED A BIRD STRIKE AND DECIDED TO LAND WHEN THE HAZY GND CONDITIONS IMPROVED SO I COULD SAFELY LAND. AFTER LNDG AT COLUSA COUNTY ARPT I SAW SUBSTANTIAL DAMAGE TO THE R WING NEAR THE BASE OF THE R WING AND R STABILIZER. TIED THE PLANE DOWN AND CALLED THE INSURANCE COMPANY. LACK OF PROPER SLEEP CONTRIBUTING TO IMPAIRED JUDGEMENT WERE OTHER FACTORS.

### **Synopsis**

A BE35 PLT INADVERTENTLY ENTERED IMC CONDITIONS WHILE FLYING VFR AND ENCOUNTERED A BIRD STRIKE.

**ACN: 585018**

### **Time / Day**

Date : 200306  
Day : Tue  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : BOS.Airport  
State Reference : MA  
Altitude.MSL.Single Value : 25000

### **Environment**

Flight Conditions : IMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.ARTCC : ZBW.ARTCC  
Controlling Facilities.TRACON : A90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : PFD

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 585018

### **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 583746

### **Person : 3**

Function.Controller : Departure

### **Person : 4**

Function.Controller : Radar

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Inflight Encounter : Weather  
Anomaly.Other Spatial Deviation : Track Or Heading Deviation  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : PFD, ND, EFIS

Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Other : Return Land  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Weather

## **Narrative**

DEPARTED BOSTON FOR DFW. ALL INDICATIONS WERE NORMAL PRIOR TO TKOF. ON DEP IN THE TURN TO HEADING 140 DEGS, THE COMMAND BARS WENT OUT OF VIEW. CONTINUING THE DEP TO THE W, THE HEADINGS BECAME MISALIGNED. CONTINUING THE CLB WITH ASSISTANCE FROM CTR, WE REALIZED THAT THE PROB WAS NOT CORRECTABLE. THIS IS WHEN WE DECLARED AN EMER AND REQUESTED TO RETURN TO BOSTON. AT THIS POINT, BOTH EFIS ATTITUDE DISPLAYS AND COMPASS DISPLAYS DISAPPEARED WITH ALL OF THE ASSOCIATED FAULT SIGNALS. NOW WE WERE DOWN TO JUST THE STANDBY ATTITUDE INDICATOR, AIRSPD AND ALTIMETER. WE WERE GIVEN TURNS FROM CTR TO RETURN TO BOSTON AND DSNDED TO BELOW THE CLOUD LAYER FOR A VFR APCH AND LNDG ON RWY 22L. THIS WAS AN OVERWT LNDG AT 135000 LBS ALSO, ON SHORT FINAL, THE L WING WAS STRUCK BY A SEAGULL. MAINT MET THE ACFT AND COULD NOT SOLVE THE PROB FROM THE COCKPIT. ONCE AN INSPECTION FROM THE E&E COMPARTMENT WAS MADE, THE SYS RETURNED TO NORMAL. THE MAINT CREW COULD FIND NOTHING NOTEWORTHY WRONG WITH THE ACFT. THE SYS WERE BROUGHT BACK TO NORMAL. ALL INSPECTIONS WERE COMPLETED AND WE THEN TOOK THE ACFT TO DFW FOR AN UNEVENTFUL FLT. SUPPLEMENTAL INFO FROM ACN 583746: ONCE WE ENTERED IMC AND AT ABOUT FL250 OUR NAV DISPLAY AND ATTITUDE DISPLAY WENT BLANK. WE RECEIVED NO GYROSCOPE VECTORS BACK TO BOS AND INTO VMC.

## **Synopsis**

MD80 FLT CREW HAS FAILURE OF THEIR PRIMARY FLT DISPLAY (PFD) AND NAV DISPLAY (ND), DECLARES AN EMER AND RETURNS TO BOS WITH NO GYROSCOPE VECTORS.

**ACN: 584197**

## **Time / Day**

Date : 200306  
Day : Mon  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : PIT.Airport  
State Reference : PA  
Altitude.AGL.Single Value : 800

## **Environment**

Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : PIT.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Embraer Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 584197

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Anomaly Accepted  
Resolatory Action.None Taken : Unable  
Resolatory Action.Other : ADU Mx Via Disp  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Environmental Factor

## **Narrative**

BIRD STRIKE OCCURRED AT 800 FT AGL ON TKOF FROM RWY 18R. BIRD STRUCK L WIPER ELBOW AND DISPERSED PRIMARILY AGAINST THE LOWER 5TH OF THE CAPT'S WINDSHIELD. NO CHANGES IN ENG INST INDICATIONS WERE NOTED. IT SEEMED THAT THE WIPER UNIT TOOK MOST OF THE ENERGY OF THE STRIKE. I WOULD ESTIMATE A 1.0 LB BIRD. WE CONTINUED TO ORD AND REFERRED THE ACFT TO MAINT. DISPATCH WAS NOTIFIED BY ACARS ENRTE.

### **Synopsis**

BIRD STRIKE ON A DEP EMJ AFTER TKOF FROM PIT, PA.

**ACN: 584166**

## **Time / Day**

Date : 200306  
Day : Fri  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : MGJ.Airport  
State Reference : NY  
Altitude.MSL.Single Value : 800

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Instructional  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Instruction : Instructor  
ASRS Report : 584166

## **Person : 2**

Function.Instruction : Trainee

## **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Other : Ret To House Base  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Flight Cancelled  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

MY STUDENT WAS FLYING A PRACTICE ILS RWY 3 APCH AT MGJ AND AT ABOUT 800 FT MSL I SAW A LARGE BIRD AT THE R FRONT CORNER OF THE WINDSHIELD. IT LOOKED LIKE AN EAGLE OR HAWK. I TOOK CTL AND BANKED HARD TO THE L.

THE BIRD STRUCK THE R HORIZ STABILIZER DENTING THE LEADING EDGE. THE PLANE FLEW NORMALLY AND THERE WAS NO DAMAGE TO THE ELEVATOR. I DECIDED TO RETURN TO OUR HOME BASE OF N07 DUE TO THE NORMAL OP OF THE PLANE. THE PLANE PERFORMED NORMALLY AND WE LANDED WITHOUT INCIDENT. UPON INSPECTION OF THE STABILIZER, IT WAS DETERMINED THAT IT HAD TO BE REPLACED. I NOTIFIED THE NTSB BECAUSE IT APPEARED TO BE RPTABLE BECAUSE OF THE REPLACEMENT NEEDED. I DON'T THINK MUCH CAN BE DONE TO PREVENT A RECURRENCE. MAINTAINING A GOOD SCAN FOR TFC DOESN'T ALWAYS ALLOW ENOUGH TIME TO SEE A BIRD AND REACT BECAUSE OF THEIR SMALL SIZE RELATIVE TO THE PLANE. ALSO, SEEING A SMALL DENT ON THE LEADING EDGE FROM THE COCKPIT DID NOT SHOW THE TRUE DAMAGE A BIRD CAN CAUSE AND I PROBABLY WOULD HAVE ELECTED TO LAND AT MGJ IF I SAW THE RIPPLED SKIN UNDER THE STABILIZER. HOWEVER, FROM THE COCKPIT IT LOOKED MINOR AND THE PLANE BEHAVING NORMALLY REINFORCED MY DECISION TO RETURN TO MY HOME BASE.

### **Synopsis**

A C172 TRAINING FLT'S CURRICULUM IS CUT SHORT AFTER THE CRAFT SUFFERS A BIRD STRIKE ON THE TAIL 2 NM SE OF MGJ, NY, LEADING THE INSTRUCTOR PLT TO RETURN TO HIS HOME BASE AT N07, NJ.

**ACN: 584155**

## **Time / Day**

Date : 200306  
Day : Fri  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : PIE.Airport  
State Reference : FL  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Dawn

## **Aircraft : 1**

Controlling Facilities.Tower : PIE.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737 Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Takeoff  
Flight Phase.Ground : Takeoff Roll

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 584155

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Anomaly Accepted  
Resolatory Action.Other : Advised Atc And Company  
Consequence.FAA : Reviewed Incident With Flight Crew  
Consequence.Other : Company Review

## **Assessments**

Problem Areas : Airport  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

EARLY MORNING TKOF FROM PIE. AS WE LINED UP FOR TKOF ON RWY 17L, I NOTICED SOME SMALL DARK-COLORED BIRDS NEAR THE RWY THRESHOLD AND ONCE LINED UP, SAW SEAGULLS LIFTING OFF APPROX 1000 FT DOWN THE RWY AS PWR WAS INCREASED. BEYOND 80 KTS AND NEARING MIDFIELD, I OBSERVED OTHER SEAGULLS THAT, THOUGH AIRBORNE, WERE LOITERING APPROX 10 FT ABOVE THE RWY, FLYING L AND R OF CTRLINE. WE STRUCK AT LEAST 1 NEAR THE RADOME WHILE OTHER GULLS DARTED OUT OF THE WAY. AS ENG PARAMETERS AND INST INDICATIONS APPEARED NORMAL, WE CONTINUED THE TKOF AND ADVISED ATC AND LCL MAINT. THOUGH I HAD TIME TO CONSIDER A HIGH SPD REJECT AND THE FEAR IT WOULD (NO DOUBT) INSTILL IN THE PAX, I'M NOT SURE (NOW) THAT THEIR COMFORT WAS WORTH MY ANXIETY THAT FOLLOWED. I HAD A HUNCH THIS WAS POSSIBLE (THIS 'EVENT') WHEN THE SMALL BIRDS HUNG AROUND THE TXWY AS WE TAXIED IN RATHER CLOSE PROX TO THEM. AT THAT POINT, I SHOULD HAVE HAD THE ARPT PERSONNEL COME OUT AND ATTEMPT TO SCARE THEM AWAY, KNOWING (INSTINCTIVELY, I GUESS) THAT MORE BIRDS WERE CERTAIN TO BE IN THE AREA.

## **Synopsis**

A B737 CAPT CONTINUES HIS TKOF AND FLT TO DEST AFTER SUFFERING A BIRD STRIKE ON THE TKOF ROLL AT PIE, FL.

**ACN: 582623**

## **Time / Day**

Date : 200305  
Day : Sun  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : OAK.Airport  
State Reference : CA  
Altitude.MSL.Bound Lower : 2000  
Altitude.MSL.Bound Upper : 2400

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : NCT.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : B757-200  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Intermediate Altitude

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 582623

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 582811

## **Person : 3**

Function.Controller : Departure

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Altitude Deviation : Crossing Restriction Not Met  
Anomaly.Altitude Deviation : Overshoot  
Anomaly.Inflight Encounter : Birds  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolutive Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

ON TKOF FROM OAK, WHILE ON THE COAST 5 DEP, WE HAD AN ALTDEV OF 400 FT. THERE IS A XING RESTR OF AT OR BELOW 2000 FT AT 4 DME. THIS IS FOR DEPARTING TFC OUT OF SFO. ON TKOF, WE HAD A BIRD STRIKE WHICH WAS BEING RPTED TO ATC. COMPANY POLICY REQUIRES US TO USE MAX THRUST ON SUNDAY MORNINGS. THE B757 FMS LIMITS G-LOADS TO .5, THIS IS FOR PAX COMFORT. DUE TO THE LIGHT WT AND RAPID CLB RATE, THE .5 G-LOAD SEEMS TO HAVE PLAYED A PART IN THE ALTDEV. MODERN ACFT COCKPITS HAVE COME A LONG WAY IN REDUCING PLT WORKLOAD AND ALLOWING THEM TO FOCUS ATTN OUTSIDE MORE. THIS IS ESPECIALLY IMPORTANT WITH THE HIGH DENSITY OF TFC THAT WE ARE SEEING MORE AND MORE OF. WE MUST BE EXTRA VIGILANT NOT TO ALLOW OURSELVES TO FORGET WHAT WE WERE TAUGHT AS STUDENT PLTS, ALWAYS FLY THE AIRPLANE FIRST. AS IT TURNS OUT, NO CONFLICT EXISTED. WHEN WE SWITCHED TO NORCAL DEP, THEY CLRED US IMMEDIATELY TO 10000 FT, BUT REMINDED US OF THE 2000 FT CONSTRAINT.

## **Synopsis**

B757 DEP FROM OAK OVERSHOOTS ALT XING RESTR.

**ACN: 581080**

## **Time / Day**

Date : 200304  
Day : Tue  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : MSP.Airport  
State Reference : MN  
Altitude.MSL.Single Value : 3000

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.TRACON : M98.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : DC-9 30  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Intermediate Altitude

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 581080

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Controller : Departure

## **Person : 4**

Function.Flight Attendant : On Duty

## **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Other Anomaly : Fumes  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Other : Ret/Lnd  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : Airspace Structure  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

DEPARTED RWY 12R AT MSP, GEAR UP/FLAPS UP PWR WAS SET TO QUIET EPR 1.54. FEW MOMENTS LATER HEARD A LOUD BANG/POP FROM ONE OF THE ENGS, FOLLOWED BY A STRONG ODOR. ALL ENG INDICATIONS NORMAL. FLT ATTENDANTS CALLED UP FRONT AND SAID THEY HEARD A LOUD BANG COME FROM THE R SIDE, THE R ENG. THE FO WAS FLYING AND I REQUESTED TO RETURN BACK TO THE ARPT FOR A LNDG. WE ENTER DOWNWIND TO RWY 12R. ALL ENG INDICATIONS WERE NORMAL AND THE SMELL IN THE FLT DECK WAS DISSIPATING. CALLED DISPATCH AND ADVISE THEM OF THE SIT AND THAT WE WERE RETURNING FOR A LNDG AT MSP. ADVISED FLT ATTENDANTS AND PAX WE WERE RETURNING BACK TO MSP. MSP TWR CALLED OUT THE EQUIP, WE MADE A NORMAL LNDG. WE GOT A NEW ACFT AND DEPARTED FOR CID. AFTER ARRIVING AT CID, CALLED MAINT CTL AND WAS TOLD THE R ENG TOOK A BIRD STRIKE.

## **Synopsis**

RETURN LAND AFTER A DEP DC9-30 HAS A BIRD STRIKE AT 3000 FT JUST AFTER INITIAL CLB NW OF MSP, MN.

**ACN: 579415**

## **Time / Day**

Date : 200304  
Day : Tue  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : OMA.Airport  
State Reference : NE  
Altitude.AGL.Single Value : 1500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : OMA.Tower  
Operator.Common Carrier : Charter  
Make Model Name : Beech Jet 400  
Operating Under FAR Part : Part 135  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Instruction : Instructor  
ASRS Report : 579415

## **Person : 2**

Function.Instruction : Trainee

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Unable  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Airport  
Problem Areas : Environmental Factor

## **Narrative**

THIS IS SIMPLY TO RPT A BIRD STRIKE WHILE FINISHING A CHK RIDE FOR AN MU300/BE400 TYPE RATING. WHILE ON FINAL LNDG APCH FOR RWY 18 AT OMA,

WE SPOTTED BIRDS IN FRONT OF US. THERE WAS NO TIME TO GO AROUND THEM BECAUSE THEY WERE WHITE BIRDS AGAINST THE WHITE BACKGROUND OF A DISTANT CLOUD. WE HIT 3 BIRDS, ONE ON EACH WINDSHIELD, AND ONE HIT THE AOA PROBE. NO DAMAGE COULD BE FOUND. I WAS THE TCE ACTING AS A PNF IN THE R SEAT.

### **Synopsis**

MULTIPLE BIRD STRIKE ON FINAL BY A BE40 FLT CREW, 5 MI N OF OMA, NE.

**ACN: 574544**

## **Time / Day**

Date : 200302  
Day : Fri  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : ORD.Airport  
State Reference : IL  
Altitude.MSL.Single Value : 700

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : C90.TRACON  
Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-500  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 574544

## **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 574545

## **Person : 3**

Function.Other Personnel : Dispatcher  
Function.Oversight : Coordinator

## **Person : 4**

Function.Controller : Departure

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng  
Instruments  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed As Precaution  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Company Review  
Consequence.Other : Flight Cancelled  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

ACFT DEPARTING RWY 22L ENCOUNTERED BIRD STRIKE ON ROTATION APPROX 5000 FT DOWN RWY. FLT CREW HEARD LOUD NOISE WITH BIRD STRIKE. THE NOISE CONTINUED, AND CREW ALSO NOTICED PARTIAL LOSS OF PWR ON L ENG (TYPE B737-500). ACFT YAW WAS ALSO NOTICED. L ENG PWR WAS LOWER BY APPROX 4% N1 AND N2. CREW DECIDED THAT RETURN TO ARPT WAS SAFEST COURSE OF ACTION. AFTER BRIEFING CABIN CREW, THE ACFT WAS GIVEN ATC INSTRUCTIONS FOR A RETURN VISUAL APCH RWY 27L. LNDG WAS UNEVENTFUL USING NORMAL SOP'S. UPON ARR AT GATE, IT BECAME EVIDENT THAT THE BIRD HAD BEEN INGESTED PARTIALLY INTO THE L ENG, DISTORTING SEVERAL FAN BLADES. DISPATCH NOTIFIED. SUPPLEMENTAL INFO FROM ACN 574545: LARGE BIRD STRUCK L SIDE OF NOSE JUST AFTER LIFTOFF. LOUD NOISE BEGUN SHORTLY AFTER, AND CONTINUED UNTIL END OF FLT -- INDICATIVE OF ENG DAMAGE. #1 ENG INDICATIONS WERE RELATIVELY NORMAL, ALTHOUGH NUMBERS SLIGHTLY LESS THAN #2'S READINGS (AS IF AT SLIGHTLY LESS PWR). VIBRATIONS NORMAL. LANDED ASAP RWY 27L. POST-LNDG INSPECTION SHOWED STRIKE L SIDE OF RADOME, BIRD SPLATTER BTWN ACFT BODY AND #1 ENG, AND BIRD IMPACT INSIDE #1 ENG WALL FORWARD OF FAN BLADES. EXTENSIVE FAN BLADE DAMAGE.

## **Synopsis**

B737-500 CREW HAD A BIRD STRIKE ON TKOF THAT DAMAGED #1 ENG FAN BLADES.

**ACN: 571467**

## **Time / Day**

Date : 200301  
Day : Thu  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : SFO.Airport  
State Reference : CA  
Altitude.AGL.Single Value : 0

## **Environment**

### **Aircraft : 1**

Controlling Facilities.Tower : SFO.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : A320  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Takeoff Roll

### **Component : 1**

Aircraft Component : Turbine Engine

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 571467

### **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 571469

### **Person : 3**

Function.Maintenance : Technician

### **Person : 4**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Ground Encounters : Animal  
Anomaly.Ground Encounters.Other : Birds  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng Noise  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Rejected Takeoff  
Consequence.Other : Aircraft Damaged

Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

## **Narrative**

THE FO WAS THE PF. TKOF WAS ROUTINE THROUGH APPROX 100 KTS, WHEN A SMALL FLOCK OF BIRDS CROSSED FROM R TO L. SEVERAL IMPACTS WERE HEARD ON THE L SIDE. NO VIBRATION WAS NOTICED, HOWEVER, A BUZZING BEGAN FROM ENG #1. DECISION WAS MADE TO ABORT THE TKOF AT APPROX 110 KTS. CAPT INITIATED THE ABORT WITH MAX EFFORT NOT REQUIRED. THE FO NOTIFIED ATC, THEN GAVE THE 'REMAIN SEATED' COMMAND AS WE SLOWED. AFTER CLRING THE RWYS, WE STOPPED TO ALLOW A MECH TO CHOCK THE ACFT. THE APU WAS STARTED AND ENGS SHUT DOWN. THE MECH THEN DISCOVERED AT LEAST 1 BADLY DAMAGED FAN BLADE IN ENG #1. WITH THE ACFT OBVIOUSLY OTS, A TUG WAS CALLED AND TOWED US TO THE GATE. BRAKE TEMPS WERE IN THE 600 DEG RANGE AND THE ACFT WAS AGAIN CHOCKED AT THE GATE WITH BRAKES NOT SET. THE PAX DEPLANED VIA THE JETWAY. WE FEEL THIS INCIDENT TO BE SUCCESSFUL AND IN ACCORDANCE WITH SOP.

## **Synopsis**

A320 FLC HAS MULTIPLE BIRD STRIKES DURING TKOF AND ELECTS TO REJECT THE TKOF AT SFO.

**ACN: 571207**

### **Time / Day**

Date : 200301  
Day : Wed  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : MSY.Airport  
State Reference : LA  
Altitude.AGL.Single Value : 500

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : MSY.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-700  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

### **Component : 1**

Aircraft Component : Turbine Engine

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 571207

### **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 571209

### **Person : 3**

Function.Controller : Local

### **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Inflight Encounter : Birds  
Anomaly.Other Anomaly : Fumes  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng Vibration  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft

## **Narrative**

DEPARTING MSY RWY 1 APPROX 500 FT, L ENG STRUCK AND INGESTED A BIRD. SUBSEQUENT SLIGHT VIBRATION AND ODOR FOLLOWED. ALL ENG INDICATIONS WERE NORMAL. I ASSUMED CTL, IDLED THE ENG, AND RETURNED L TFC TO RWY 10 MSY. WE RAN THE OPC AND ALL APPROPRIATE CHKLISTS. NO EMER WAS DECLARED. LNDG WAS UNEVENTFUL. PAX REMAINED ON BOARD WHILE MAINT INSPECTED THE ENG.

## **Synopsis**

B737 FLC HAS BIRD STRIKE IN #1 ENG DURING TKOF AND RETURNS TO DEP ARPT.

**ACN: 571002**

### **Time / Day**

Date : 200301  
Day : Thu  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : ATL.Airport  
State Reference : GA  
Altitude.AGL.Single Value : 800

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : ATL.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B767-300 and 300 ER  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial

### **Component : 1**

Aircraft Component : Engine Air

### **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 571002

### **Person : 2**

Function.Flight Crew : First Officer

### **Person : 3**

Function.Controller : Local

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Inflight Encounter.Other : Bird Ingestion  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Other : Return to Land

### **Assessments**

Problem Areas : Airport

Problem Areas : Environmental Factor

### **Narrative**

ON CLBOUT AT ABOUT 800 FT, A LARGE HAWK WAS INGESTED IN THE R ENG. AN EMER WAS DECLARED AND A SUCCESSFUL EMER LNDG WAS ACCOMPLISHED ON RWY 27R ATL.

### **Synopsis**

B767 RETURN LAND AFTER DEPARTING ATL DUE TO BIRD INGESTION IN R ENG.

**ACN: 570859**

### **Time / Day**

Date : 200301  
Day : Tue  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : MIA.Airport  
State Reference : FL  
Altitude.AGL.Single Value : 0

### **Environment**

Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : MIA.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737 Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Takeoff Roll

### **Component : 1**

Aircraft Component : Turbine Engine

### **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 570859

### **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 570566

### **Person : 3**

Function.Maintenance : Technician

### **Person : 4**

Function.Controller : Local

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Conflict : Ground Critical  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Insufficient Time  
Consequence.Other : Aircraft Damaged

Consequence.Other : Flight Cancelled  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Airport  
Problem Areas : Environmental Factor

## **Narrative**

B737 TKOF FROM RWY 27L AT MIA. SEVERAL BIRD STRIKES TO THE ACFT NOSE CONE WHEN THE ACFT HAD JUST PASSED THE INTXN OF RWY 30. DUE TO THE LIKELIHOOD OF ENG INGESTION AND UNKNOWN DAMAGE, THE CAPT PERFORMED A REJECTED TKOF. THE AIRSPD WAS OVER 100 KTS AND SUFFICIENT RWY REMAINED. AFTER AN INSPECTION FROM MAINT, THE ACFT RETURNED TO THE GATE AND WAS TAKEN OTS BY MAINT. SUPPLEMENTAL INFO FROM ACN 570566: LARGE BIRDS WERE SPOTTED JUST TO THE R SIDE OF THE RWY CTRLINE. ABORT PROCS WERE ACCOMPLISHED BY THE CAPT AT APPROX 110 KTS. ABORT PROC WAS COMPLETED WITH 6000 TO 7000 FT OF RWY REMAINING.

## **Synopsis**

B737 FLC INITIATE HIGH SPD TKOF ABORT AFTER BEING IMPACTED BY LARGE BIRDS WHEN DEPARTING MIA RWY 27L.

**ACN: 569909**

### **Time / Day**

Date : 200301

Day : Thu

### **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

### **Aircraft : 1**

Operator.Common Carrier : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Ground : Preflight

### **Component : 1**

Aircraft Component : Turbine Assemb Blade

### **Person : 1**

Function.Flight Crew : Captain

Function.Oversight : PIC

ASRS Report : 569909

### **Person : 2**

Function.Flight Crew : First Officer

### **Person : 3**

Function.Flight Crew : First Officer

### **Events**

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Birds

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Consequence.Other : Company Review

Consequence.Other : Flight Cancelled

Consequence.Other : Maintenance Action

### **Assessments**

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

### **Narrative**

WE HAD FLOWN 5 FLTS AND WAS TURNING THE ACFT OVER TO THE EVENING CREW. THE REPLACEMENT FO DISCOVERED THAT WE HAD TAKEN A BIRD STRIKE

AT SOME TIME IN THE R ENG. SEVERAL TURBINE BLADES WERE DAMAGED AND THE ACFT HAD TO BE TAKEN OTS. I DO NOT KNOW WHEN THE BIRD STRIKE OCCURRED. THE TURBINE WAS NOT DAMAGED WHEN WE STARTED THE DAY.

### **Synopsis**

A B737 INCURRED R ENG TURBINE BLADE DAMAGE FROM A BIRD STRIKE.

**ACN: 569901**

## **Time / Day**

Date : 200301  
Day : Thu  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : ORF.VORTAC  
State Reference : VA

## **Environment**

Flight Conditions : Marginal  
Weather Elements : Rain  
Weather Elements : Thunderstorm  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : ORF.Tower  
Operator.General Aviation : Corporate  
Make Model Name : Challenger CL601  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 569907

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Inflight Encounter : Weather  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Unable  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

THE WX AT ORF WAS MARGINAL VFR WITH A TSTM PASSING OVER. WE WERE ON A VECTOR FOR THE ILS RWY 23 AND ATIS RPTED WINDS OF 180 DEGS AND 11 KTS (APPROX). WE WERE VECTORED ON A R DOWNWIND WHEN WE ENCOUNTERED MODERATE RAIN. THE PF (ALSO A CHIEF PLT) CALLED THE FIELD IN SIGHT AND ASKED ME TO REQUEST A VISUAL APCH TO RWY 14. I COMPLIED, AND WE TURNED TOWARDS THE ARPT AND STARTED A DSCNT FROM ABOUT 5000 FT. AFTER BEING SWITCHED TO TWR, WE WERE ADVISED THAT THERE WERE NUMEROUS BIRDS AT THE APCH END OF RWY 14, AND MORE FLOCKS ALONG THE LENGTH OF THE RWY. I THOUGHT IT WAS INAPPROPRIATE TO CONTINUE TO RWY 14, BECAUSE OF THE BIRDS AND RAIN ON A SHORT RWY. RWY 23 WAS IN USE BY OTHER TFC, INCLUDING AIRLINES, AND WAS MUCH LONGER. AT ABOUT 100 FT AGL, I SAW A LARGE FLOCK OF SEAGULLS, AND I TOLD THE PF THAT WE WERE GOING TO HIT SOME. A SEAGULL WAS HEADING RIGHT FOR MY SIDE OF THE WINDSHIELD, SO I DUCKED MOMENTARILY, AND THEN LOOKED UP TO SEE IT PASS OFF THE R SIDE AND STRIKE THE WING. WE LANDED AND TAXIED TO THE RAMP WITH NO PROBS. I THINK THE PF ACTED CARELESSLY IN CONTINUING THE APCH TO A SHORT RWY WITH WARNINGS FROM ATC. WHEN THE BIRDS HIT, WE SHOULD HAVE INITIATED A GAR. I FEEL THE PLT'S (PF) INEPTITUDE AND FEAR OF XWIND LNDGS KEPT HIM FROM USING GOOD JUDGEMENT IN ACCEPTING THE APCH TO RWY 23. FORTUNATELY, NO ONE WAS HURT AND THERE WAS NO APPARENT ACFT DAMAGE.

## **Synopsis**

CL60 CAPT IGNORED RPTED FLOCKING BIRDS ON THE LNDG RWY, AND HAD A BIRD STRIKE ON APCH AT ORF.

**ACN: 569346**

## **Time / Day**

Date : 200212  
Day : Fri  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : PTK.Airport  
State Reference : MI  
Altitude.MSL.Single Value : 2500

## **Environment**

Flight Conditions : Marginal  
Weather Elements : Ice  
Weather Elements : Snow  
Weather Elements : Turbulence  
Light : Dusk

## **Aircraft : 1**

Controlling Facilities.TRACON : D21.TRACON  
Controlling Facilities.Tower : PTK.Tower  
Make Model Name : Learjet 35  
Operating Under FAR Part : Part 135  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 569346

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 569344

## **Person : 3**

Function.Controller : Approach

## **Person : 4**

Function.Controller : Local

## **Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Inflight Encounter : Birds  
Anomaly.Inflight Encounter : Weather  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.ATC Equipment : MSAW  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.ControllerB : 4  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Became Reoriented  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

## **Narrative**

WHILE BEING VECTORED FOR THE LOC BACK COURSE FOR RWY 27L AT PONTIAC, MICHIGAN, WE WERE EXPERIENCING MODERATE RIME AND MIXED ICING CONDITIONS WITH 2 1/2 MI VISIBILITY. ATC ISSUED US A FINAL VECTOR WITH THE CLRNC 'MAINTAIN 3000 FT UNTIL ESTABLISHED.' ONCE ESTABLISHED, WE BEGAN OUR DSCNT TO THE PUBLISHED 2300 FT. AT 2500 FT, APCH CTL CALLED US WITH AN ALT ALERT RPTING THE ALTIMETER SETTING TO BE 29.59, WHICH CONFLICTED WITH THE CURRENT ATIS, WHICH RPTED AN ALTIMETER SETTING OF 29.49. FURTHERMORE, APCH HAD PREVIOUSLY RPTED AN ALTIMETER SETTING OF 29.59. ONCE WE REACHED 2300 FT, WE HAD NUMEROUS BIRD STRIKES, WERE SWITCHED TO TWR CTL, WHICH ISSUED US AN ALT ALERT WITH AN ALTIMETER SETTING OF 29.49, ANTISKID LIGHTS WERE ILLUMINATED, AND THE STICK PULLER ACTIVATED. I TOLD THE CAPT WE WERE 300 FT BELOW THE 2300 FT MIN ALT, HE ACKNOWLEDGED MY STATEMENT, AND I FINISHED CHKING THE ITEMS ON THE CHKLIST ADDRESSING THE ANTISKID AND STICK PULLER. AT THIS TIME, THE CAPT TOOK OVER VISUALLY AND LANDED. ONCE WE EXITED THE PLANE, WE SAW NUMEROUS BLOOD SPOTS ON THE L SIDE OF THE FUSELAGE AND GEAR, HOWEVER, THERE WAS NO DAMAGE TO THE AIRPLANE. I FEEL THAT THE BEST WAY TO AVOID THIS SIT, WOULD HAVE BEEN TO EXECUTE A MISSED APCH, RATHER THAN TRYING TO COMPLETE CHKLISTS, HANDLE BIRD STRIKES, AND TALK TO ATC.

## **Synopsis**

LJ35 LOC RWY 27L, PTK, DSNDED BELOW PUB ALT, EXPERIENCED BIRD STRIKES.

**ACN: 562743**

## **Time / Day**

Date : 200210  
Day : Sun  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : GSO.Airport  
State Reference : NC  
Altitude.AGL.Single Value : 50

## **Environment**

Flight Conditions : IMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : GSO.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-300  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Approach

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 562743

## **Person : 2**

Function.Flight Crew : First Officer  
ASRS Report : 562749

## **Person : 3**

Function.Controller : Local

## **Events**

Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Insufficient Time  
Consequence.FAA : Reviewed Incident With Flight Crew  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Airport  
Problem Areas : Environmental Factor

**Narrative**

FLT WAS CROSSING RWY 23 THRESHOLD IN GSO DURING AN ILS APCH WHEN A FLOCK OF GEESE CAME INTO VIEW FROM BELOW ON THE FO'S SIDE OF THE ACFT. SEVERAL GEESE MADE CONTACT WITH THE ACFT PRIOR TO TOUCHDOWN. LNDG UNEVENTFUL, TAXIED TO THE GATE. THERE WAS NO BIRD ACTIVITY RPTED BY TWR NOR WAS ANY INFO MENTIONED IN THE ATIS RPT.

**Synopsis**

B737-300 ON A GSO ILS APCH ENCOUNTERED FLOCK OF GEESE RESULTING SOME GEESE STRIKING ACFT.

**ACN: 561430**

## **Time / Day**

Date : 200209  
Day : Mon  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : GRR.Airport  
State Reference : MI  
Altitude.AGL.Single Value : 20

## **Environment**

Flight Conditions : VMC  
Light : Dusk

## **Aircraft : 1**

Controlling Facilities.Tower : GRR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-300  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Takeoff

## **Component : 1**

Aircraft Component : Turbine Engine

## **Person : 1**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 561430

## **Person : 2**

Function.Flight Crew : First Officer

## **Person : 3**

Function.Other Personnel : Dispatcher

## **Person : 4**

Function.Maintenance : Technician

## **Person : 5**

Function.Controller : Local

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Inflight Encounter : Birds  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : CONSULTED DISPATCHER AND MAINT CTLR  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Environmental Factor

## **Narrative**

BIRD STRIKE JUST AFTER LIFTOFF RWY 17 AT GRR. DID NOT FEEL ANY IMPACTS. SHORTLY THEREAFTER, WE NOTICED A HUMMING NOISE AND A SLIGHT VIBRATION IN THE FLOOR. CONTINUED TO LEVEL OFF AT 12000 FT AND WHEN PWR WAS REDUCED, HUMMING AND VIBRATION ALMOST IMPERCEPTIBLE. ALL ENG PARAMETERS WERE NORMAL. CONTACTED DISPATCH AND MAINT AND WE ALL AGREED TO CONTINUE TO DEST. VIBRATION RETURNED ON FINAL WITH A HIGHER PWR SETTING. POSTFLT INSPECTION REVEALED A BIRD STRIKE IN #2 ENG WHICH HAD BENT THE TIPS OF 3 BLADES. NO OTHER DAMAGE NOTED.

## **Synopsis**

B737-300 CREW HAD A BIRD STRIKE JUST AFTER LIFTOFF THAT DAMAGED #2 ENG.

**ACN: 560380**

### **Time / Day**

Date : 200208  
Day : Thu  
Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.Airport : STL.Airport  
State Reference : MO

### **Environment**

Light : Night

### **Aircraft : 1**

Controlling Facilities.Tower : STL.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

### **Person : 1**

Function.Flight Attendant : On Duty  
ASRS Report : 560380

### **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

### **Person : 3**

Function.Controller : Local

### **Person : 4**

Function.Other Personnel.Other : CFR

### **Person : 5**

Function.Maintenance : Technician

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Other Anomaly : Fumes  
Anomaly.Other Anomaly : Smoke Or Fire  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Other : RETURN TO DEPT ARPT  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

## **Narrative**

WE HAD SMOKE IN THE CABIN AND THE SMELL OF BURNING MATERIAL. WE HAD JUST LEFT THE GND. WE TURNED AROUND. WE BRIEFED THE PAX. WE LANDED AND TAXIED TO THE GATE. THE FIRE DEPT EMT RESCUE WERE PRESENT. PAX DEPLANED BY THE WAY OF THE JETWAY, FORWARD ENTRY DOOR. NO PAX OR FLT ATTENDANTS WERE INJURED. IT WAS DETERMINED BY THE MECHS THAT WE HIT A LARGE BIRD. R ENG INGESTED BIRD.

## **Synopsis**

INGESTION OF A LARGE BIRD INTO THE ENG OF AN MD80 ON TKOF RESULTS IN SMOKE AND A SMELL IN THE CABIN FOLLOWED BY A RETURN TO LAND.

**ACN: 560372**

### **Time / Day**

Date : 200209  
Day : Sat  
Local Time Of Day : 0001 To 0600

### **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 0

### **Environment**

Light : Night

### **Aircraft : 1**

Make Model Name : B737 Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Maintenance

### **Component : 1**

Aircraft Component : Fuselage Skin

### **Person : 1**

Function.Maintenance : Technician  
ASRS Report : 560372

### **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Inflight Encounter : Birds  
Anomaly.Maintenance Problem : Improper Documentation  
Anomaly.Maintenance Problem : Improper Maintenance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.Other : Aircraft Damaged  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

### **Maintenance Factors**

Maintenance.Contributing Factor : Lighting  
Maintenance.Performance Deficiency : Inspection  
Maintenance.Performance Deficiency : Logbook Entry  
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

## Assessments

Problem Areas : Aircraft  
Problem Areas : Company  
Problem Areas : Environmental Factor  
Problem Areas : Maintenance Human Performance

## Narrative

CALLED OUT TO INSPECT 1 ACR X ACFT AFTER BIRD STRIKES. AT THE TIME, I WAS DOING BRAKE RIDE FOR ANOTHER AIRLINE AND MAINT ON YET ANOTHER AIRLINE. ARRIVED AT ACR X AT XA00 HRS TO DO CURSORY CHK AND MAKE SURE NO MAJOR DAMAGE REQUIRING ACR MAINT TEAM. WRITE UP WAS 'A BIRD STRIKE TO THE AIRPLANE, JUST BELOW COCKPIT L1 WINDOW.' INSPECTED ACFT AND FOUND BIRD HAD STRUCK RADOME IN FRONT AND BELOW CAPT'S WINDOW. ALSO BIRD HAD STRUCK IN FRONT OF L1 DOOR. I LOOKED AT COCKPIT WINDOWS FROM THE GND BUT DID NOT SEE ANY OTHER BIRD STRIKES USING MY FLASHLIGHT. COCKPIT WAS DARK (NO LIGHTS ON IN ACFT). INSPECTED REST OF ACFT -- ENG, WINGS, TAIL, FLAPS, LNDG GEAR, ETC. NO OTHER STRIKES NOTED. WENT TO OTHER ACR X ACFT, Y, AND INSPECTED IT. RETURNED TO ANOTHER AIRLINE TO REPLACE ENG STARTER THERE AND OTHER MAINT. RETURNED TO ACR X AND ACFT Y AT XC50 HRS. GOT LADDER, CLEANED AND CHKED BIRD STRIKE AREAS AT RADOME AND FRONT OF L1 DOOR. CALLED ACR X MAINT CTL TO RELAY INSPECTION RESULTS AND LOGBOOK. FINISHED AT XD20 HRS. APPROX XF00 IN THE MORNING, MECH WAS CALLED OUT TO ACFT X TO CLEAN CAPT'S WINDSHIELD OF BIRD REMAINS (BLOOD AND GUTS). CAPT QUESTIONED LOGBOOK SIGN OFF. EVIDENTLY I MISSED 1 BIRD STRIKE, AND DID NOT CLEAN AND INSPECT. CONTRIBUTING FACTORS: ILLNESS, CAUSING INTERRUPTIONS IN WORK TO USE RESTROOM. FATIGUE, CAUSED BY ILLNESS AND HRS ON JOB. POOR LIGHTING ON RAMP AND TOO BRIGHT BACKGROUND LIGHTS. CORRECTIVE ACTIONS: BE MORE ATTENTIVE, MAKE SURE TO LOOK OUT WINDSHIELDS FROM INSIDE ACFT USING GOOD LIGHTING. USE LADDER TALL ENOUGH TO SEE INSIDE COCKPIT WITHOUT REFLECTIONS, WITH GOOD LIGHTING. DON'T WORK WHEN ILL. DON'T BE DISTRACTED. CALL FOR ADDITIONAL HELP WHEN OVERWHELMED WITH TASKS.

## Synopsis

A B737-500 WHICH INCURRED SEVERAL BIRD STRIKES HAD A BIRD STRIKE CHK. THE CHK WAS NOT ACCOMPLISHED PER THE MAINT MANUAL.

**ACN: 558321**

## **Time / Day**

Date : 200208  
Day : Fri  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : TUS.Airport  
State Reference : AZ  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Operator.Common Carrier : Air Carrier  
Make Model Name : B737-300  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Parked  
Flight Phase.Ground.Other : POST FLT INSP

## **Person : 1**

Function.Flight Crew : First Officer  
ASRS Report : 558321

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 558320

## **Person : 3**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Events**

Anomaly.Inflight Encounter : Birds  
Anomaly.Non Adherence : Company Policies  
Anomaly.Other Anomaly.Other : BIRD FEATHERS IN ENG  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENG INLET  
Independent Detector.Other.Flight CrewA : 3  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.Other : Company Review  
Consequence.Other : Maintenance Action

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

### **Narrative**

I WAS NOTIFIED BY THE MORNING CREW ON AUG/SAT/02 THAT SOME FEATHERS WERE FOUND ON THE WALKAROUND IN ONE OF THE ENGS. I WAS THE FO ON THE AUG/FRI/02 EVENING CREW AND COMPLETED THE POSTFLT WALKAROUND. I CHKED BOTH ENGS WITH MY FLASHLIGHT (INTAKE, BYPASS AND TURBINE SECTIONS) AND ALSO THE WING AND FLAP SECTIONS. I DIDN'T SEE ANYTHING ABNORMAL. THE MORNING CREW WAS DELAYED. I ALWAYS DO A COMPLETE POSTFLT, BUT APPARENTLY DID NOT SEE THE FEATHERS.

### **Synopsis**

B737-300 RELIEVING FLC FOUND BIRD FEATHERS LODGED IN ONE ENG DURING PREFLT WALKAROUND INSPECTION.