

ASRS Database Report Set

Bird or Animal Strike Reports

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

Update Number6.0

Date of Update.....February 6, 2008

Number of Records in Report Set 50

Number of New Records in Report Set.....5

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.

TH: 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 represents the reporting of a specific individual who is describing their experience and perception of a safety related 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, Booz Allen Hamilton, 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.



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.

Report Synopses

ACN: 764558 (1 of 50)

Synopsis

A C525 PLT LEVEL AT 1500 FT ON A TEB 5 DEP CLBED RAPIDLY TO 1920 FT AVOIDING FLOCK OF BIRDS. HE DSNDED BACK TO 1500 FT WITH NO COMMENT FROM ATC.

ACN: 754698 (2 of 50)

Synopsis

C172 STRUCK A DEER WITH HORIZ STABILIZER AFTER INITIATING A GAR IN AN ATTEMPT TO AVOID THE HERD XING THE RWY.

ACN: 743307 (3 of 50)

Synopsis

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS AT 135 KNOTS.

ACN: 741708 (4 of 50)

Synopsis

A PA28 PILOT REPORTS GEESE ON THE BDR RWY CAUSING AN EMERGENCY STOP DURING LNDG ROLL TO AVOID STRIKING THEM.

ACN: 740561 (5 of 50)

Synopsis

B757 FA REPORTED A BIRD STRIKE TO THE FLT CREW. WING LEADING EDGE DAMAGE WAS DISCOVERED AND FLT CREW DECLARED EMER, LIMITING SPEED TO DEST.

ACN: 740458 (6 of 50)

Synopsis

B767-300 FLT CREW FELT ACFT VIBRATION WITH CORRESPONDING ENG VIBRATION GAUGE INDICATIONS. INSPECTION AFTER LNDG REVEALED PREVIOUS BIRD INGESTION.

ACN: 736944 (7 of 50)

Synopsis

BIRD STRIKES ON APCH RESULT IN ENGINE SHUTDOWN FOR B757-200 FLT CREW.

ACN: 734541 (8 of 50)

Synopsis

B737 CREW REPORTS BIRD STRIKE AT FL360 THAT SHATTERS OUTER PANE OF CAPTAIN'S WINDSHIELD. FLT CREW COMPLIES WITH QRH PROCEDURES AND CONTINUES TO DESTINATION AT FL 240.

ACN: 732803 (9 of 50)

Synopsis

A CV240 FLT CREW EXPERIENCED A BIRD STRIKE FOLLOWED BY AIRFRAME BUFFETING WHILE BEING VECTORED FOR APPROACH. THEY CONTINUED TO A LANDING WITHOUT CLEARANCE BECAUSE THEIR RADIO HAD FAILED.

ACN: 731798 (10 of 50)

Synopsis

A B777 ON TAKEOFF EXPERIENCED A BIRD INGESTION IN THE R ENGINE, WHICH PRODUCED A NOTICEABLE VIBRATION. FLT CREW SHUT DOWN THE ENGINE, DECLARED AN EMERGENCY, AND RETURNED TO LAND AT DEP ARPT.

ACN: 731432 (11 of 50)

Synopsis

B767 CREW HAS IN-FLIGHT ENCOUNTER WITH FLOCK OF LARGE BIRDS SHORTLY AFTER TAKE OFF, WHICH CAUSES THE LEFT ENGINE TO FAIL. THE ACFT RETURNS FOR AN EMERGENCY LANDING AT THE DEPARTURE ARPT.

ACN: 729476 (12 of 50)

Synopsis

AN A319 STRUCK BIRDS ON APCH AFTER THE LNDG GEAR WERE DOWN CAUSING AN UNSAFE GEAR INDICATION. AN EMER WAS DECLARED BUT THE LNDG WAS UNEVENTFUL.

ACN: 728763 (13 of 50)

Synopsis

B767 CREW EXPERIENCES COMPRESSOR STALL ON LEFT ENG DURING APPROACH AND CONTINUES TO LAND WITH ENG AT IDLE.

ACN: 725085 (14 of 50)

Synopsis

B737 STRIKES SEVERAL SEAGULLS ON DEPARTURE FROM SJC. CREW ELECTS TO RETURN AFTER ENGINE VIBRATIONS ARE NOTED.

ACN: 723130 (15 of 50)

Synopsis

SIKORSKY S-76A PLT HAS A BIRD STRIKE, DECLARES AN EMER, AND RETURNS TO DEP ARPT.

ACN: 722450 *(16 of 50)***Synopsis**

BIRD STRIKES AT 1500 FT DURING TKOF CAUSED B737-300 ENG, WING, AND LNDG LIGHT DAMAGE.

ACN: 722035 *(17 of 50)***Synopsis**

A CL65 AT 3000 FT SUSTAINED A GOOSE BIRD STRIKE ON ITS RADOME WHILE ON APCH TO PHL RWY 35.

ACN: 721810 *(18 of 50)***Synopsis**

A320 FLT CREW ENCOUNTERS BIRDS DURING TKOF ROLL, REJECTS TKOF AT MCO.

ACN: 718024 *(19 of 50)***Synopsis**

PLT OF COLUMBIA 350 IS INJURED WHEN A BIRD STRIKE OCCURS INFLT.

ACN: 716944 *(20 of 50)***Synopsis**

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS TKOF AT DFW.

ACN: 714632 *(21 of 50)***Synopsis**

AN A319 FLT CREW EXPERIENCED A BIRD STRIKE IN THE L ENG ON TKOF. WITH ABNORMAL OIL PRESSURE AND VIBRATION, THE CREW SHUT DOWN THE ENG, DECLARED AN EMER, AND RETURNED TO LAND AT DEP ARPT.

ACN: 714540 *(22 of 50)***Synopsis**

A B757-200 FLT CREW EXPERIENCED LOSS OF OIL PRESSURE ON TKOF. THEY DECLARED AN EMER AND RETURNED TO LAND OVERWT AT DEP ARPT, STRIKING 2 BIRDS IN THE LNDG FLARE.

ACN: 714222 (23 of 50)

Synopsis

B737-300 FLT CREW HAS MULTIPLE BIRD STRIKES ON TKOF AND RETURNS TO LAND AT SDF.

ACN: 711183 (24 of 50)

Synopsis

B737 DEPARTING OAK BIRD STRIKE AT ROTATION AND RETURNS TO FIELD.

ACN: 709935 (25 of 50)

Synopsis

BIRD STRIKE ON DEP RESULTS IN DAMAGE TO RADOME ON B757-200.

ACN: 708057 (26 of 50)

Synopsis

AN A320 ON DSCNT INTO LAS STRUCK A BIRD ON THE RADOME, CAUSING A 14 INCH DIAMETER DENT.

ACN: 706269 (27 of 50)

Synopsis

GULFSTREAM G11B FLT CREW HAS A BIRD INGESTED IN THE L ENG DURING TKOF, DECLARES EMER AND DIVERTS FOR LNDG.

ACN: 704416 (28 of 50)

Synopsis

ROBINSON R44 PLT ENCOUNTERS BIRDS ON APCH.

ACN: 703859 (29 of 50)

Synopsis

AT NYO A C172'S PROP STRUCK A RWY LIGHT WHILE EXITING THE RWY ATTEMPTING TO AVOID A BIRD STRIKE AFTER LNDG.

ACN: 700863 (30 of 50)

Synopsis

A319 STRIKES LARGE BIRD ON ARR TO BDL CAUSING SUBSTANTIAL DAMAGE TO THE RADOME.

ACN: 700711 (31 of 50)

Synopsis

B737-700 ON DEP HAS MULTIPLE BIRD STRIKES. FLT CONTINUES TO DEST.

ACN: 700219 (32 of 50)

Synopsis

A PIPER WARRIOR PLT ENTERING THE VFR PATTERN AT LWM MISTOOK A BIRD FOR AN ACFT CLOSE BY AND CLBED OUT OF THE PATTERN.

ACN: 699919 (33 of 50)

Synopsis

FAIRCHILD HILLER FH1100 PLT HAS A BIRD STRIKE AND MAKES A PRECAUTIONARY LNDG.

ACN: 698307 (34 of 50)

Synopsis

CRJ-200 FLT CREW ENCOUNTERS BIRDS ON TKOF, R ENG INGESTS BIRD AND IS SECURED, EMER DECLARED AND ACFT RETURNS FOR LNDG.

ACN: 698258 (35 of 50)

Synopsis

A320 FLT CREW ENCOUNTERS WX, A LIGHTNING STRIKE AND BIRD STRIKE DURING APCH FOR LNDG AT ORD.

ACN: 695844 (36 of 50)

Synopsis

A319 INGESTS BIRD ON TKOF ROLL FROM PDX.

ACN: 694662 (37 of 50)

Synopsis

CIRRUS SR22 PLT HAS A BIRD STRIKE, DECLARES EMER AND LANDS.

ACN: 694625 (38 of 50)

Synopsis

MD83 FLT CREW ON DEP FROM ZZZ HAS FUMES IN ACFT, DECLARES EMER, DIVERTS AND LANDS.

ACN: 694253 (39 of 50)

Synopsis

LTT IS STRUCK BY SEAGULLS SHORTLY AFTER TKOF. L ENG DAMAGED.

ACN: 694215 (40 of 50)

Synopsis

CARJ STRIKES MULTIPLE GEESE SHORTLY AFTER TKOF. RETURNS UNDER EMER CONDITIONS. THE DAMAGED ENG REMAINED RUNNING.

ACN: 693095 (41 of 50)

Synopsis

B767-300 FLT CREW DURING TKOF HAS SEVERAL BIRDS INGESTED INTO THE R ENG. ENG OPERATES NORMAL AND FLT CONTINUES TO DEST.

ACN: 693056 (42 of 50)

Synopsis

B737-500 FLT CREW HAS A BIRD STRIKE DURING CLB TO ALT.

ACN: 690239 (43 of 50)

Synopsis

A320 FLT CREW HAS A BIRD STRIKE DURING DEP FROM ZZZ, DECLARES EMER, BURNS FUEL DOWN TO LNDG WT AND EXECUTES AN UNEVENTFUL LNDG.

ACN: 689759 (44 of 50)

Synopsis

AN ACR CREW APCHING TJSJ WAS ISSUED A MANDATORY GO AROUND BECAUSE OF OPERATIONS PERSONNEL CLEARING IGUANAS FROM THE RWY.

ACN: 689342 (45 of 50)

Synopsis

ATR72 FLT CREW EXECUTES A GAR FOR AN IGUANA ON THE RWY. SUBSEQUENT ATTEMPT WAS SUCCESSFUL.

ACN: 682294 (46 of 50)

Synopsis

A B757-200 STRUCK A BIRD DURING TKOF. THE CREW REJECTED THE TKOF AND DISCOVERED A DAMAGED R ENG.

ACN: 681914 (47 of 50)

Synopsis

IN ORDER TO AVOID GEESE, AND AN F2000 CREW TURNED EARLY AND CLBED SLOWLY DURING THE TEB DEP.

ACN: 676472 (48 of 50)

Synopsis

SR20 PLT STRUCK A DEER WITH THE BOARDING STEP WHILE EXECUTING A GAR FROM A RURAL ARPT AT NIGHT.

ACN: 675956 (49 of 50)

Synopsis

A319 PLT IS UNABLE TO DETERMINE SAFEST COURSE OF ACTION FOLLOWING NIGHT LNDG AT DCA. LCL CTLR WANTED HIM OFF THE RWY FOR A DEP AND TAXIING TFC OBSTRUCTED HIS EXIT FROM THE RWY.

ACN: 671725 (50 of 50)

Synopsis

FLT CREW OF MD80 EXPERIENCES BIRD STRIKE ON CLB. AT CRUISE, L OIL TEMP EXCEEDS LIMIT. EMER DECLARED. RETURNED TO DEP ARPT.

Report Narratives

ACN: 764558

Time / Day

Date : 200712

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.MSL.Bound Lower : 1500

Altitude.MSL.Bound Upper : 1920

Environment

Flight Conditions : VMC

Weather Elements : Turbulence

Weather Elements : Windshear

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON

Operator.General Aviation : Corporate

Make Model Name : Citationjet, C525/C526

Operating Under FAR Part : Part 91

Flight Phase.Climbout : Initial

Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Total : 14900

Experience.Flight Time.Type : 3600

ASRS Report : 764558

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Birds

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Miss Distance.Horizontal : 200

Miss Distance.Vertical : 100

Assessments

Problem Areas : Environmental Factor

Narrative

I WAS CLRED TO TAKE OFF FROM TEB ON RWY 24 AND MY CLRNC WAS TO CLB AND MAINTAIN 3000 FT VIA THE TEB 5 DEP. THE TWR TOLD ME TO TURN R IMMEDIATELY AFTER TAKEOFF TO A HDG OF 270 DEGS AND RESUME THE TEB 5 DEP. THE PROC CALLS FOR THE PLT TO MAINTAIN 1500 FT UNTIL REACHING 4.5 DME AND THEN CLB TO 3000 FT. WHEN I REACHED 1500 FT A LARGE FLOCK OF BIRDS APPEARED IN OUR WINDSCREEN AND I HAD TO TAKE EVASIVE ACTION BY PULLING BACK ON THE YOKE AND HOP-SCOTCHING OVER THE TOP OF THEM. I SAW MY ALT GO UP TO 1920 FT AND I IMMEDIATELY PUSHED THE YOKE FORWARD AND DUMPED THE EXCESS ALT AND LEVELED AT 1500 FT. ABOUT THAT TIME, DEP CALLED AND TOLD US TO CLB TO 4000 FT AND CALL NY DEP AND FLY HDG OF 290 DEGS. TEB DEP AND NY DEP DID NOT MENTION THE ALT DEV TO ME NOR DID I TO THEM.

Synopsis

A C525 PLT LEVEL AT 1500 FT ON A TEB 5 DEP CLBED RAPIDLY TO 1920 FT AVOIDING FLOCK OF BIRDS. HE DSNDDED BACK TO 1500 FT WITH NO COMMENT FROM ATC.

ACN: 754698

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 5

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 837.9
Experience.Flight Time.Type : 692.9
ASRS Report : 754698

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Student

Events

Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Narrative

MY STUDENT AND I WERE ABOUT TO PERFORM A SOFT-FIELD LNDG AT NIGHT AT ZZZ. WE WERE IN GND EFFECT OVER THE RWY WHEN WE NOTICED A HERD OF 5-

7 DEER RUN ACROSS THE RWY IN FRONT OF US. MY STUDENT IMMEDIATELY EXECUTED A GAR. IN THE MIDST OF THE GAR, WE HEARD A 'THUD' BUT FELT NOTHING. WE FELT NO DIFFERENCE IN ACFT CTLS AND FLEW THE ACFT BACK TO OUR HOME BASE ZZZ. WE FELT AS THOUGH, PERHAPS, WE SKIMMED THE TOP OF ONE OF THE DEER'S HEADS WITH THE TIRE. UPON LNDG, WE NOTICED NO DAMAGE TO THE TIRES. WE DID, HOWEVER, FIND A DENT ON THE R HORIZ STABILIZER. WE THINK THAT IN PERFORMING THE GAR, WHEN WE PITCHED UP TO EXECUTE THE CLB, THE TAIL LOWERED AND HIT ONE OF THE DEER. I FEEL THAT A GAR WAS THE SAFEST DECISION, AND THAT THE DEER STRIKING THE HORIZ STABILIZER'S LEADING EDGE WAS UNAVOIDABLE.

Synopsis

C172 STRUCK A DEER WITH HORIZ STABILIZER AFTER INITIATING A GAR IN AN ATTEMPT TO AVOID THE HERD XING THE RWY.

ACN: 743307

Time / Day

Date : 200706
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : DEN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 111
Experience.Flight Time.Total : 6100
Experience.Flight Time.Type : 1811
ASRS Report : 743307

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 203
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 2060
ASRS Report : 744487

Events

Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 2
Independent Detector.Other.Flight CrewB : 1
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

WHILE DEPARTING DEN RWY 17R, A LARGE FLOCK OF BIRDS TOOK FLT AND CROSSED THE RWY RESULTING IN SEVERAL BIRD STRIKES ON THE ACFT FUSELAGE AND ENGS. THE R ENG EXPERIENCED COMPRESSOR STALLS, AND THE TKOF WAS ABORTED PRIOR TO V1, AT APPROX 135 KIAS. WX AT THE TIME WAS CLR, VISIBILITY UNRESTR, WIND APPROX 120 DEGS/7 KTS. THE BIRDS WERE TO THE R SIDE OF THE RWY IN THE GRASS WHEN THEY WERE FIRST OBSERVED TAKING OFF. THEIR FLT PATTERN TOOK THEM DIRECTLY ACROSS THE RWY TOWARDS THE CTR, THEN THEY TURNED S, DIRECTLY DOWN THE RWY IN THE SAME DIRECTION WE WERE DEPARTING. THE TYPE OF BIRD IS UNKNOWN, BUT THEY WERE OF THE SAME SIZE AS A GRAPEFRUIT, POSSIBLY QUAIL OR PIGEONS. THEIR FLT PATH KEPT THEM LOW, NO HIGHER THAN THE TOP OF THE FUSELAGE (20-25 FT OFF THE GND MAX), RESULTING IN THE CTR OF MASS OF THE FLOCK BEING BTWN 10-15 FT ABOVE THE RWY, ALMOST IN LINE WITH THE ENGS AND WINGS. WE OBSERVED THE BIRDS PASSING THE COCKPIT WINDOWS WITH NO STRIKES, WE THEN FELT AND HEARD 3 DISTINCT POPPING SOUNDS, LIKELY THE COMPRESSOR STALLS. PAX SITTING ALONG THE R SIDE WINDOWS AFT OF THE WING OBSERVED A MOMENTARY FLASH OF FLAME SECONDS PRIOR TO OUR ABORT, WHICH ALSO COINCIDES WITH THE COMPRESSOR STALL DUE TO THE BIRD INGESTION. THE DECISION TO ABORT THE TKOF WAS MADE DUE TO THE NUMBERS OF BIRDS OBSERVED AND THE CLR ENG INGESTION WITH THE COMPRESSOR STALLS. ENG PERFORMANCE APPEARED NORMAL, BUT IT WAS UNCLR WHETHER BOTH ENGS WERE IMPACTED, AND THE DECISION WAS MADE ASSUMING BOTH ENGS HAD RECEIVED STRIKES. PLANNED V1 WAS 146 KIAS, AND THE DECISION TO ABORT WAS MADE AT APPROX 130 KIAS, AND MAX SPD LIKELY APCHED 135-140 KIAS BEFORE MAX BRAKING WAS INITIATED. AFTER CLRING THE RWY ON M5, THE ACFT WAS BROUGHT TO A STOP, ALL CHKLISTS WERE ACCOMPLISHED FOR REJECTED TKOF, AFTER LNDG, AND BRAKE TEMP. THE PAX AND DEN TWR AND GND WERE NOTIFIED OF OUR INTENTIONS, AND THE ACFT RETURNED TO THE GATE WITH NO FURTHER ASSISTANCE REQUIRED. POSTFLT MAINT INSPECTION REVEALED BIRD STRIKES IN BOTH ENGS, THE R ENG RECEIVING A STRIKE WHICH ENTERED THE COMPRESSOR SECTION WHILE THE L ENG SHOWED EVIDENCE OF A BIRD STRIKE THAT WENT THROUGH THE HIGH BYPASS SECTION AND OUT THE BACK OF THE ENG. THE FLT WAS CANCELED DUE TO THE NEED TO BORESCOPE THE R ENG AND THE FLT CREW WERE RELIEVED OF DUTY.

Synopsis

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS AT 135 KNOTS.

ACN: 741708

Time / Day

Date : 200706
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BDR.Airport
State Reference : CT
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BDR.Tower
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 100
ASRS Report : 741708

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Animal
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

ILS TO RWY 6. LANDED AND ATC LCL SAID EXIT AT TXWY H. ADVISED, UNABLE. TOO FAST. AT THAT MOMENT SAW 3 CANADA GEESE ON CTRLINE OF RWY WITH 1 OR 2 GOSLINGS. THEY WERE WALKING L TO R. APPLIED HVY BRAKING AND STOPPED 10 FT SHORT OF THEM, ADVISED TWR AT SAME TIME AND THEY SENT FOLLOWING ACFT AROUND. GEESE CLRED RWY AND WE CONTINUED TO PARKING. PF DID NOT SEE THE GEESE, SO I GOT ON THE BRAKES. A LARGER OR FASTER ACFT COULD NOT HAVE AVOIDED THIS INCURSION.

Synopsis

A PA28 PILOT REPORTS GEESE ON THE BDR RWY CAUSING AN EMERGENCY STOP DURING LNDG ROLL TO AVOID STRIKING THEM.

ACN: 740561

Time / Day

Date : 200705
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 10000

Environment

Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 740561

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 740406

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Inflight Encounter : Birds
Resolatory Action.Flight Crew : Declared Emergency

Assessments

Problem Areas : Environmental Factor

Narrative

BIRD STRIKE. NO INDICATIONS IN COCKPIT OF IMPACT. FLT ATTENDANT RPTED IMPACT SOUND AND SEEING FEATHERS, ETC, ON L WING OUTSIDE OF ENG POD. FURTHER INSPECTION REVEALED A HOLE IN THE WING LEADING EDGE. DECLARED EMER AND LIMITED SPD TO 250 KTS. CONTINUED TO DEST AND

LANDED UNEVENTFULLY. INSPECTION SHOWED HOLE IN WING APPROX 12 BY 12 INCHES IN LEADING EDGE.

Synopsis

B757 FA REPORTED A BIRD STRIKE TO THE FLT CREW. WING LEADING EDGE DAMAGE WAS DISCOVERED AND FLT CREW DECLARED EMER, LIMITING SPEED TO DEST.

ACN: 740458

Time / Day

Date : 200706
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.Tower : SFO.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll
Flight Phase.Ground : Taxi
Route In Use.Departure.SID : N/S

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 2500
ASRS Report : 740458

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters : Animal
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENgine
Vibration Display
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

HAD A HIGH VIBRATION INDICATION ON TAXI OUT WITH NO OTHER INDICATIONS. IT WAS SHOWING 3.0 ON THE L ENG. WE STARTED THE TKOF AND

GOT A READING OF 4.0 AND FELT THE VIBRATION THROUGH THE RUDDER PEDALS AND FLOOR WITH ALL OTHER ENG INDICATIONS NORMAL. I FELT THAT WE SHOULD CONTINUE AND CONTACT MAINT ONCE IN CRUISE. WE DID THAT AND REACHED CRUISE AT FL350 WITH A MAX READING OF 5.0 ON THE VIBRATION GAUGE. WE NO LONGER FELT ANY VIBRATION THROUGH THE FLOOR OR PEDALS AND AFTER CONSULTING MAINT WE ELECTED TO CONTINUE TO DEST. EVERYTHING WAS NORMAL UNTIL THE PWR REDUCTION ON DSCNT WHERE THE VIBRATION REAPPEARED ON THE PEDALS AND FLOOR. WE KEPT PWR CHANGES TO A MINIMUM AND LANDED. WE WROTE UP THE PROB AND HAD MAINT GREET US AT THE GATE. THERE THEY FOUND 3 FAN BLADES BENT DUE TO A BIRD STRIKE WITH EVIDENCE OF THE BIRD IN VARIOUS PARTS OF THE ENG. WE DO NOT KNOW WHERE WE ENCOUNTERED THE BIRD. WE NEVER FELT THE BIRD STRIKE OR ELSE WE WOULD HAVE MENTIONED IT.

Synopsis

B767-300 FLT CREW FELT ACFT VIBRATION WITH CORRESPONDING ENG VIBRATION GAUGE INDICATIONS. INSPECTION AFTER LNDG REVEALED PREVIOUS BIRD INGESTION.

ACN: 736944

Time / Day

Date : 200705
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5800

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 5000
ASRS Report : 736944

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EGT, Oil Press
Guages
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

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

Narrative

AT ABOUT 5800 FT, BIRD STRUCK COPLT'S WINDOW. DID NOT SEE PRIOR TO STRIKE, BUT FROM THE REMAINS, IT APPEARED TO BE LARGE. ABOUT 1 MIN LATER, NUMEROUS EICAS MESSAGES APPEARED RELATING TO THE L ENG. I IMMEDIATELY NOTICED THE OIL PRESSURE FOR THE L ENG WAS READING '0' AND THE EGT WAS AT '165,' COMPARED TO THE R ENG EGT READING OF '365.' NO NOTICEABLE FLT CHANGE SINCE THRUST LEVERS WERE ALREADY AT IDLE FOR THE DSCNT. DUE TO THE JUST OCCURRING BIRD STRIKE, I SUSPECTED A POSSIBLE BIRD INTAKE IN THE L ENG. WAS CONCERNED ABOUT THE R ENG AND CLOSELY MONITORED IT. I SHUT DOWN L ENG PER QRH AND DECLARED AN EMER WITH APCH. SINCE WX WAS VMC, I ASKED FOR THE VISUAL TO RWY AND BACKED IT UP WITH THE ILS. FO WAS FLYING AT THE TIME AND CONTINUED TO FLY THE ACFT WITH AUTOPLT ON AS I RAN CHKLIST AND CONTINUED WITH PNF DUTIES. FO LANDED UNEVENTFULLY. UPON BLOCK-IN, NOTICED 2-3 ADDITIONAL BIRD STRIKE MARKS, 1 ON CAPT'S #2 WINDOW, AND 1 OR 2 MARKS ON RADOME UNDER CAPT'S WINDOW.

Synopsis

BIRD STRIKES ON APCH RESULT IN ENGINE SHUTDOWN FOR B757-200 FLT CREW.

ACN: 734541

Time / Day

Date : 200704
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : DRK.VORTAC
State Reference : AZ
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-900
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Cockpit Window

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2000
ASRS Report : 734541

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 9000
ASRS Report : 734542

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

BUG OR BIRD STRIKE AT FL360 ABEAM DRK SHATTERED OUTER PANE OF L-1 WINDOW. WE IMMEDIATELY DONNED OXYGEN MASKS AND OBTAINED DSCNT CLRNC TO FL240. AT FL240 RAN QRH AND DETERMINED THAT IT WAS THE OUTER PANE ONLY THAT WAS SHATTERED. CONFERRED WITH DISPATCH AND MAINT CTL. I THEN ELECTED TO CONTINUE ON TO DEST AT FL240 IN ORDER TO MAINTAIN A REDUCED DIFFERENTIAL PRESSURE. THE REMAINS OF WHATEVER IT WAS WERE STILL ON THE WINDSHIELD AFTER WE BLOCKED IN.

Synopsis

B737 CREW REPORTS BIRD STRIKE AT FL360 THAT SHATTERS OUTER PANE OF CAPTAIN'S WINDSHIELD. FLT CREW COMPLIES WITH QRH PROCEDURES AND CONTINUES TO DESTINATION AT FL 240.

ACN: 732803

Time / Day

Date : 200703
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Localizer Only : XYL
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 18.46
Experience.Flight Time.Total : 22500
Experience.Flight Time.Type : 18.46
ASRS Report : 732803

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Total : 700
Experience.Flight Time.Type : 180
ASRS Report : 732802

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Incursion : Landing Without Clearance
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

AFTER BEING CLRED FOR AN IFR APCH AT APPROX 4 DME FROM THE ARPT IN IMC, WE HEARD A LOUD NOISE AND ENCOUNTERED STRONG BUFFETING AS WE WERE HANDED OFF FROM APCH TO TWR. WHILE DEALING WITH THE INFLT EMER, WE ATTEMPTED TO CONTACT TWR TWICE, BUT RECEIVED NO RESPONSE. WE ELECTED TO LAND WITHOUT A LNDG CLRNC, AS WE WERE UNABLE TO DETERMINE THE CAUSE OF THE BUFFETING. AFTER LNDG WE CLRED THE RWY ONTO A NON-MOVEMENT AREA AND CONTACTED THE TWR VIA TELEPHONE. UPON EXITING THE ACFT, A POSTFLT INSPECTION FOUND R INBOARD LEADING EDGE DAMAGE CONSISTENT WITH THE BUFFETING EXPERIENCED INFLT. THE COM RADIO WAS CHKED AND FOUND INOP AND REPLACED BY MAINT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE AIRFRAME BUFFETING WAS QUITE SEVERE. AFTER LANDING, THERE WAS SIGNIFICANT DAMAGE NOTED TO THE LEADING EDGE. THE BIRD STRIKE OPENED A HOLE IN THE SKIN OF THE LEADING EDGE REQUIRING MAINTENANCE ACTION TO REPAIR IT.

Synopsis

A CV240 FLT CREW EXPERIENCED A BIRD STRIKE FOLLOWED BY AIRFRAME BUFFETING WHILE BEING VECTORED FOR APPROACH. THEY CONTINUED TO A LANDING WITHOUT CLEARANCE BECAUSE THEIR RADIO HAD FAILED.

ACN: 731798

Time / Day

Date : 200703
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B777-200
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 731798

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 : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

DEPARTED RWY 8R APPROX 562000 LBS, 160000 LBS FUEL, BIRD STRIKE R ENG AT 1000 FT, 'TO1' REDUCED PWR 'TO.' ENG INDICATIONS QUICKLY RETURNED TO NORMAL EXCEPT N1 VIBRATION AT 4.5 - 4.9 UNITS WITH NOTICEABLE ACFT VIBRATION ON THE SEAT OF YOUR PANTS. DECLARED AN EMER, COMMENCED L

TURN DOWNWIND CLBING TO 3000 FT, DUMPING FUEL, VECTORS ILS RWY 8R, TERMINATED DUMP ON FINAL, LANDED MINIMUM SINK RATE APPROX 520000 LBS. ACFT INSPECTED BY FIRE CREW WITH NO BRAKE SMOKE OR DAMAGE TO THE ACFT. TAXIED TO GATE, POSTFLT SHOWED 3 DISTORTED FAN BLADES, 2 WITH CRACKS AT THE TIPS. BELIEVE THE BIRD BYPASSED THE CORE.

Synopsis

A B777 ON TAKEOFF EXPERIENCED A BIRD INGESTION IN THE R ENGINE, WHICH PRODUCED A NOTICEABLE VIBRATION. FLT CREW SHUT DOWN THE ENGINE, DECLARED AN EMERGENCY, AND RETURNED TO LAND AT DEP ARPT.

ACN: 731432

Time / Day

Date : 200703
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 5000
ASRS Report : 731432

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 169
Experience.Flight Time.Total : 13965
Experience.Flight Time.Type : 2898
ASRS Report : 731434

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
ASRS Report : 731196

Events

Anomaly.Aircraft Equipment Problem : 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 : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

WE DEPARTED RWY XX AT ZZZ HDG FOR ZZZZ RAISED THE GEAR AND CONTINUED A NORMAL CLBOUT. THE CAPT WAS FLYING. APPROXIMATING THE FLAP RETRACTION ALT OF 800 FT AFE WE ENCOUNTERED A FLOCK OF BIRDS, PROBABLY GEESE (MAYBE CANVASBACK DUCKS). SEVERAL IMPACTED THE ACFT. THE L ENG BEGAN SURGING AND BANGING NOISES COULD BE HEARD COMING FROM THAT ENG. ENG INDICATIONS SHOWED FLUCTUATIONS IN EGT AND N2. WE DETERMINED THAT THE L ENG WAS EXPERIENCING COMPRESSOR STALLS AS THE RESULT OF DAMAGE INFLICTED BY THE BIRD IMPACTS. THE ENG INDICATIONS CLOSELY CORRESPONDED WITH WHAT WE HAVE SEEN DURING COMPRESSOR STALL TRAINING, BUT NOT AS SEVERE. NO ENG LIMITS WERE EXCEEDED AND THE FLUCTUATIONS IN N2, FOR EXAMPLE, WERE LESS DRAMATIC. TWR CALLED IMMEDIATELY. THERE HAD APPARENTLY BEEN SOME FIRE OR FLAMES THAT CAUGHT THE CTLR'S ATTN. THE THROTTLE WAS RETARDED AND THE COMPRESSOR STALLS CEASED. THE THROTTLE WAS ADJUSTED AGAIN AND THE ENG FAILED. THE SEVERE ENG DAMAGE CHKLST WAS CALLED FOR AND ACCOMPLISHED. FLT ATTENDANTS CALLED THE COCKPIT AND A RECENTLY-RETIRED B767 CAPT RELAYED THAT FLAMES HAD SHOT OUT OF THE L ENG AFTER THE IMPACTS AND THAT DAMAGE WAS EVIDENT TO THE L ENG COWL. THE FLAPS WERE RAISED AND WE ACCOMPLISHED THE AFTER TKOF CHKLST. WE ACCEPTED VECTORS TO THE N AND THEN W. THERE WAS SOME DISCUSSION ABOUT DUMPING FUEL OVER LAKE. WE DECIDED NOT TO DUMP FUEL CONSIDERING THAT IT WAS NOT UNLIKELY THAT THE R ENG MAY HAVE BEEN DAMAGED BY BIRD IMPACTS, AS WELL, THOUGH THERE WERE NO INDICATIONS OF DAMAGE. I WAS ALSO WORRIED ABOUT THE POTENTIAL FOR A SUBSEQUENT BIRD STRIKE, BUT I DIDN'T NEED TO VOICE THAT CONCERN BECAUSE WE DECIDED TO LAND. THE CAPT AND BUNKY FO HANDLED COMS WITH THE FLT ATTENDANTS AND DISPATCH. THE BUNKY ALSO TEMPORARILY HANDLED COMS WITH ATC WHILE THE EMER CHKLST WAS ACCOMPLISHED. I FLEW THE ACFT AS WE WERE VECTORED USING THE AUTOPLT. DURING TURNS, IT REQUIRED A LOT OF PWR TO MAINTAIN AIRSPD. SO, I LIMITED THE BANK ANGLE TO 10 DEGS. THE BUNKY DID A GREAT JOB OF COMMUNICATING WITH EVERYONE AND KEEPING THE FLYING PLTS UPDATED. WE HAD DEPARTED USING A PACKS OFF TKOF. I NOTED THAT WE WERE STILL UNPRESSURIZED AS WE HEADED W. THE BUNKY AND I TALKED ABOUT THE ADDITIONAL LOAD ON THE ENG AND DECIDED EITHER NOT TO PRESSURIZE OR TO USE THE APU. WE WAITED FOR THE CAPT WHO WAS TALKING WITH DISPATCH. WE PRESSURIZED USING THE APU. WE TURNED S AND SET UP FOR A LNDG ON XX. PERFORMANCE CONSIDERATIONS WERE DISCUSSED. AUTO-BRAKES #3 WAS ARMED. WE ACCEPTED VECTORS FOR A L DOWNWIND, BASE AND DOGLEG TO FINAL. SOME ADDITIONAL VIBRATIONS WERE FELT BY THE

BUNKY AND ME ON SHORT FINAL AS THE ACFT DSNDDED THROUGH THE LAST 100-200 FT. THE CAPT MADE A VERY NICE LNDG WELL WITHIN THE TOUCHDOWN ZONE, AND WE ROLLED OUT AND CLRED THE RWY. THE BRAKES WERE HOT. THE CAPT GAVE THE CTLS TO ME AND I SUGGESTED TURNING THE NOSEWHEEL TO PREVENT THE ACFT FROM ROLLING AND REQUIRING THE USE OF THE BRAKES. TO MY AMAZEMENT, IT ACTUALLY WORKED. WE DID NOT NEED TO SET THE PARKING BRAKE. WE NOTICED THAT THE L HYD SYS WAS NEARLY EMPTY. EMER VEHICLES SURROUNDED THE ACFT AND SPOKE WITH THE FLT CREW USING A SPECIAL GND FREQ AND INTERCOM. THE RESPONDERS NOTED THE HOT BRAKES AND PROVIDED CHOCKS. THE R ENG WAS SHUT DOWN. THE ACFT WAS SUBSEQUENTLY TOWED TO THE GATE. I ACCOMPLISHED MY AFTER LNDG FLOWS AS WE WERE TOWED. BY THE TIME WE APCHED THE GATE, THE BRAKES HAD COOLED. THE PARKING CHKLIST WAS ACCOMPLISHED. THE RESCUE TEAM WAS SECURED AS WE APCHED THE GATE AFTER CONFIRMING THAT THERE WERE NO PAX OR FLT CREW MEMBERS REQUIRING MEDICAL ASSISTANCE. VISUAL POSTFLT INSPECTIONS INDICATED NUMEROUS BIRD STRIKES AND SIGNIFICANT DAMAGE TO THE L ENG FAN, COMPRESSOR BLADES AND STATORS. THERE WAS A LARGE DENT IN THE L ENG COWL AT THE 2 O'CLOCK POS. MARKS ON THE R ENG SPINNER CONFIRMED THE R ENG HAD ALSO SUFFERED A BIRD STRIKE. THERE WERE SEVERAL MECHS, A MAINT ENGINEER AND OPS PEOPLE TO MEET THE PLANE. OVERALL, I THOUGHT THE ENTIRE EVENT WENT QUITE SMOOTHLY. THE CAPT WAS CALM AND IN CTL OF THE SIT, BUT HE ALSO ACCEPTED INPUT FROM THE CREW. HE FLEW THE PLANE WELL AND GAVE IT TO ME IN A TRIMMED CONDITION. THE BUNKY FO WAS A MAJOR FORCE IN THE ACTION. THERE WAS GREAT COM BTWN ALL PLTS, FLT CREW, RETIRED CAPTS, ATC AND THE RESCUE TEAM.

Synopsis

B767 CREW HAS IN-FLIGHT ENCOUNTER WITH FLOCK OF LARGE BIRDS SHORTLY AFTER TAKE OFF, WHICH CAUSES THE LEFT ENGINE TO FAIL. THE ACFT RETURNS FOR AN EMERGENCY LANDING AT THE DEPARTURE ARPT.

ACN: 729476

Time / Day

Date : 200702
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 200
Altitude.AGL.Bound Upper : 300

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 193
Experience.Flight Time.Total : 11300
Experience.Flight Time.Type : 4300
ASRS Report : 729476

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 1500
ASRS Report : 729477

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative

WITH FLAPS FULL, GEAR DOWN, AND APCH SPD OF 121 KTS WE ENCOUNTERED A FLOCK OF BIRDS ON THE VISUAL APCH TO RWY 4R BTWN 300-200 FT AGL. WE HEARD 3 OR 4 BIRDS HIT THE ACFT. AN AURAL GEAR WARNING SOUNDED, FOLLOWED BY AMBER XX'S ON THE ECAM WHEEL PAGE. WE ELECTED TO GO AROUND TO DETERMINE THE STATUS OF THE GEAR. THE FO CONTACTED MAINT AIRFRAME CTRLR AND THEN TOOK OVER THE PF DUTIES. I DISCUSSED OUR GEAR INDICATIONS WITH MAINT. ATC VECTORED US AND KEPT US WITHIN 25 NM OF THE ARPT. COMS WITH MAINT WERE INTERMITTENT DUE TO LOW ALT. FUEL WAS BECOMING AN ISSUE. MAINT, THE FO, AND I DETERMINED THAT THE AMBER XX'S ON THE ECAM WHEEL PAGE MEANT THAT PART OF THE LNDG GEAR POS INDICATION SYS HAD BEEN DAMAGED BY A BIRD STRIKE. WE HAD 3 GREEN LIGHTS ON THE LNDG GEAR PANEL AND NO STATUS MESSAGES. THE FO AND I REQUESTED EMER EQUIP AND DECLARED AN EMER AS WE WERE NOT SURE IF THERE WAS FURTHER DAMAGE TO THE LNDG GEAR. I BRIEFED THE FLT ATTENDANTS OF OUR SITUATION AND ADVISED THEM TO PREPARE THE CABIN. I MADE AN ANNOUNCEMENT TO THE PAX OF OUR SITUATION AND THEN TOOK OVER THE PF DUTIES. AT 500 FT FO ISSUED BRACE SIGNAL AND WE LANDED AND STOPPED ON THE RWY. FO ADVISED FLT ATTENDANTS AND PAX ALL SYS WERE NORMAL. WE WERE INSPECTED BY THE EMER CREW AND INFORMED BY CREW CHIEF GEAR LOOKED NORMAL. WE TAXIED TO THE GATE. WE INSPECTED THE ACFT WITH LINE MAINT. A BIRD WAS FOUND IN THE L WHEEL WELL AND THE BIRD STRIKE HAD CAUSED EXTENSIVE DAMAGE. ANOTHER BIRD STRIKE WAS EVIDENT ABOUT THE FO COCKPIT WINDOW. THE INCIDENT WAS PLACED IN THE ACFT'S LOG.

Synopsis

AN A319 STRUCK BIRDS ON APCH AFTER THE LNDG GEAR WERE DOWN CAUSING AN UNSAFE GEAR INDICATION. AN EMER WAS DECLARED BUT THE LNDG WAS UNEVENTFUL.

ACN: 728763

Time / Day

Date : 200702
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 4000

Environment

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 27R
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 2150
Experience.Flight Time.Total : 15500
Experience.Flight Time.Type : 165
ASRS Report : 728763

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot

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

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

4 MI OUTSIDE FAF ON APCH LEVEL 4000 FT AT 180 KTS HEARD BANG THAT SOUNDED LIKE A BIRD STRIKE. SECOND AND THIRD BANG REALIZED COMPRESSOR STALL WAS HAPPENING ON AN ENG. HAD COPLT PULL OUT QRC AND PROCEED WITH CHKLIST. RELIEF PLT PULLED OUT MANUAL AND BOTH PROCEEDED TO GO THROUGH CHKLISTS. #1 ENG EGT STARTED RISING AND WENT INTO RED. AS I CONTINUED ON APCH I DECLARED AN EMER AND ADVISED TWR WE WERE IN PROCESS OF SHUTTING DOWN AN ENG. WHEN WE PULLED BACK THE PWR ON THE ENG IT STABILIZED AT SAFE LEVELS. TWR CALLED EMER EQUIP AND WE PROCEEDED ON APCH TO LAND WITH FLAPS 20 DEGS AND IDLE PWR ONLY ON #1 ENG. AFTER LNDG WITH CONDITIONS NORMAL AT IDLE WE ADVISED TWR THAT EMER EQUIP WAS NOT NEEDED. WE ALSO ADVISED FLT ATTENDANTS TO REMAIN SEATED AFTER TOUCHDOWN. CREW WORKED WELL TOGETHER AND BOTH COPLTS DID AN EXCELLENT JOB!

Synopsis

B767 CREW EXPERIENCES COMPRESSOR STALL ON LEFT ENG DURING APPROACH AND CONTINUES TO LAND WITH ENG AT IDLE.

ACN: 725085

Time / Day

Date : 200701
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SJC.Airport
State Reference : CA
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 5000

Environment

Flight Conditions : IMC

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 456
ASRS Report : 725085

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 166
Experience.Flight Time.Total : 8300
Experience.Flight Time.Type : 657
ASRS Report : 725084

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Controller : Issued New Clearance

Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

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

Narrative

PASSING THROUGH ABOUT 150 FT JUST PRIOR TO ENTERING THE CLOUD DECK, WE ENCOUNTERED A FLOCK OF ABOUT 1/2 DOZEN SEAGULLS. THE BIRDS CAME AT THE ACFT FROM THE L SIDE AND ATTEMPTED TO SCATTER AROUND US. WE HEARD SEVERAL 'THUMPS,' FOLLOWED SHORTLY AFTER BY A STRONG SMELL OF 'ROASTED SEAGULL.' I LOOKED AT THE ENG INST AND NOTICED THAT #1 VIBRATION LEVEL WAS AT LEVEL 3 WHILE #2 WAS WELL BELOW LEVEL 1. I ADVISED THE FO THAT I BELIEVED WE HAD EXPERIENCED A BIRD STRIKE AND ALSO INGESTED A BIRD DOWN #1 ENG. THE PURSER THEN CALLED ME TO ADVISE ME OF THE STRONG BURNT ODOR. I ADVISED HIM THAT WE WERE AWARE AND HAD INGESTED A BIRD ON #1, TO REMAIN SEATED, THAT WE WOULD BE RETURNING TO LAND AT SJC, AND THAT I WOULD MAKE AN ANNOUNCEMENT. WE CONTINUED TO CLB AT THE PREVIOUSLY SET REDUCED PWR TKOF AS ALL OTHER ENG INDICATIONS APPEARED NORMAL. THE TWR SWITCHED US OVER TO NORCAL AND WE CLBED TO OUR PRE-ASSIGNED DEP ALT OF 5000 FT. I DIRECTED THE FO TO TURN OFF BOTH PACKS DUE TO THE SMELL, NOTING THAT WE WOULD ONLY CLB TO 5000 FT. I ADVISED NORCAL WE HAD AN ENG BIRD INGESTION AND REQUESTED LEVEL AT 5000 FT AND RETURN TO SJC FOR LNDG AND THAT WE WERE NOT DECLARING AN EMER AT THIS TIME. WE FLEW AN ATC DIRECTED DOWNWIND R-HAND PATTERN AND THEN THE ILS TO RWY 30L. WE LANDED WITHOUT INCIDENT. THE TWR ADVISED US THAT THEIR OPS VEHICLE WAS PICKING UP PARTS OF SEAGULLS OFF THE RWY AS WELL AS METAL ACFT PARTS. AFTER SHUTDOWN AT THE GATE, WE OBSERVED THE ENG DAMAGE AND BIRD FEATHERS IN THE #1 INTAKE. SUPPLEMENTAL INFO FROM ACN 725084: ON TKOF FROM SJC JUST AFTER GEAR RETRACTION WE ENCOUNTERED A FLOCK OF SEAGULLS. WE WERE APPROX 100-150 FT AGL AND STILL OVER THE RWY. THE GULLS WERE JUST AT THE BASE OF THE SCATTERED CLOUD DECK, AND NUMBERED 6-8. AS WE PASSED THROUGH THEM WE HEARD AND FELT A THUD. SHORTLY AFTER THAT WE STARTED TO SMELL A BURNING ODOR. AS WE CONTINUED OUR CLB TO A SAFE ALT, THE FLT ATTENDANTS CHIMED US TO TELL US OF THE SAME SMELL. VIBRATION INDICATIONS ON THE #1 ENG SHOWED AROUND 3, AND WERE ABOUT TWICE THAT OF THE #2 ENG. WE LEVELED OFF AT 5000 FT AND AGREED THAT WE HAD EXPERIENCED A BIRD STRIKE. AS WE REDUCED THAT PWR SETTING, THE VIBRATIONS DECREASED AND THE REST OF THE ENG INDICATIONS APPEARED NORMAL. WE NOTIFIED DEP CTL AT THAT TIME THAT WE HAD EXPERIENCED A BIRD STRIKE AND THAT WE WOULD NEED TO RETURN TO SJC FOR AN IMMEDIATE LNDG. WE ALSO ELECTED TO SHUT DOWN THE PACKS SINCE WE WERE NEVER GOING TO EXCEED 5000 FT AND THE SMELL INDICATED THAT ONE OR BOTH PACKS MAY HAVE BIRD FOD. AT THAT POINT WE WERE ON DOWNWIND FOR SJC RWY 30L. WE BRIEFED THE ILS AND FLEW AN UNEVENTFUL APCH AND LNDG TO THAT RWY. AFTER WE LANDED, WE SHUT DOWN THE #1 ENG AFTER WE CLRED THE RWY. BY THAT TIME AN SJC OPS VEHICLE HAD RECOVERED SEAGULL REMAINS AS WELL AS SOME METALLIC ENG

PARTS. A POSTFLT INSPECTION REVEALED DAMAGED FAN BLADES AND DAMAGE TO THE BYPASS SECTION OF THE L ENG.

Synopsis

B737 STRIKES SEVERAL SEAGULLS ON DEPARTURE FROM SJC. CREW ELECTS TO RETURN AFTER ENGINE VIBRATIONS ARE NOTED.

ACN: 723130

Time / Day

Date : 200701
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3250

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : S-76/S-76 Mark II
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 66
Experience.Flight Time.Total : 5516
Experience.Flight Time.Type : 3221
ASRS Report : 723130

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Other
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Narrative

WHILE ENRTE TO HOSPITAL FOR AN EMS INTERFAC PATIENT XFER, ACFT HAD A BIRD STRIKE TO THE MAIN ROTOR SYS, WHILE IN CRUISE FLT. ACFT WAS ENRTE FROM ZZZ ARPT TO ZZZ1, NIGHT VFR WITH HIGH LIGHT ILLUMINATION, AT 3250 FT MSL, 135 KIAS, IN CRUISE FLT, WHEN ACFT APPARENTLY HIT A LARGE

PREDATORY BIRD SEVERELY DAMAGING ONE MAIN ROTOR BLADE, AND MINOR DAMAGE ON THE HORIZ STABILIZER RESULTING IN LOSS OF R SIDE POS LIGHT ASSEMBLY AND STROBE LIGHT ASSEMBLY. THESE SMALLER COMPONENTS WERE MISSING ON POSTFLT INSPECTION. DURING IMPACT, ACFT SHUDDERED MOMENTARILY AFTER WHAT SOUNDED LIKE A VERY LOUD 'THUMP' DEEP IN THE AIRFRAME. THERE WAS NO NOTICEABLE LOSS OF CTL OR CHANGE IN ROTOR DYNAMICS. AFTER A BRIEF DISCUSSION BY PIC WITH PAX, AS TO THE POSSIBILITIES OF PROBABLE BIRD IMPACT, PIC ELECTED TO ABORT THE MISSION AND RETURN BACK TO ZZZ, THE ARPT OF DEP, WHICH WAS THE NEAREST SUITABLE NIGHT LNDG AREA. RETURN FLT WAS UNEVENTFUL. A POSTFLT INSPECTION REVEALED SIGNIFICANT DAMAGE TO THE STAINLESS STEEL LEADING EDGE OF ONE MAIN ROTOR BLADE, AT APPROX 8 FT FROM THE HUB, 10-12 INCHES WIDE, 1 INCH IN DEPTH. LEADING EDGE WAS DEFORMED AND DEBONDED, BUT STILL INTACT DESPITE THIS DEFORMATION. PIC BELIEVES THAT THE PROVEN ENGINEERING AND DESIGN WAS SIGNIFICANT IN THE FACT THE BLADE DID NOT DISINTEGRATE ON IMPACT. THERE WAS MINOR DAMAGE TO THE HORIZ STABILIZER ON THE R SIDE, WHICH RESULTED IN A LOSS ON COMPONENTS. THE R SIDE POS LIGHT AND STROBE LIGHT WERE SEPARATED AND DEPARTED ON IMPACT. NO FURTHER DAMAGE WAS NOTED AFTER A THOROUGH POSTFLT AIRFRAME INSPECTION.

Synopsis

SIKORSKY S-76A PLT HAS A BIRD STRIKE, DECLARES AN EMER, AND RETURNS TO DEP ARPT.

ACN: 722450

Time / Day

Date : 200612
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Night

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 : Intermediate Altitude

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 151
ASRS Report : 722450

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 235
ASRS Report : 722349

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

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 : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

HIT A FLOCK OF BIRDS ON DEP FROM ZZZ JUST AS WE WERE MAKING OUR FINAL FLAP RETRACTION. BOTH THE FO AND I HEARD/FELT A VERY LOUD BUMP ON THE R WINDSCREEN. WE BOTH SAW A BLUR GO BY JUST PRIOR TO IMPACT. WE IMMEDIATELY SMELLED COOKED FEATHERS FOR A VERY SHORT TIME. THE FLT ATTENDANTS RPTED SMELLING IT IN THE CABIN AS WELL. THERE WERE NO ABNORMAL ENG INDICATIONS. HOWEVER, AS WE CONTINUED TO FLY THE DEP, WE NOTICED THE FLAPS WERE NOT FULLY RETRACTED (FLAP HANDLE BTWN 1 AND 0). WE RAISED THE FLAPS AND CONTINUED TO CLB. AT THE TIME OUR AIRSPD WAS ABOUT 240-250 KIAS. I THINK THE POORLY TIMED BIRD STRIKE WAS ENOUGH TO INTERRUPT OUR FLOW. ONCE WE REACHED CRUISE ALT, WE SENT AN ACARS MESSAGE TO DISPATCH TO REQUEST MAINT WHEN WE REACHED DEST. WE WERE INVOLVED IN AN ACFT SWAP AND THE ONCOMING CREW RPTED SIGNIFICANT DAMAGE TO THE #1 ENG. I WAS SURPRISED BECAUSE THE ONLY INDICATION WE HAD WAS THE LOUD BUMP ON THE R WINDSCREEN AND BRIEF ODOR. I INSPECTED THE DAMAGE WHICH INCLUDED SIGNIFICANT DENTS ON THE #1 ENG COWLING, ONE DAMAGED FAN BLADE, BROKEN RETRACTABLE LNDG LIGHT (#1) AND LOTS OF BLOOD ON THE WING. IF I HAD KNOWN THE EXTENT OF THE DAMAGE AT THE TIME OF THE BIRD STRIKE I DEFINITELY WOULD HAVE RETURNED TO ZZZ.

Synopsis

BIRD STRIKES AT 1500 FT DURING TKOF CAUSED B737-300 ENG, WING, AND LNDG LIGHT DAMAGE.

ACN: 722035

Time / Day

Date : 200701
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PHL.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 2450
Experience.Flight Time.Type : 195
ASRS Report : 722035

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

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 : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

ON APCH TO PHL ARPT, WE WERE AT 3000 FT MSL ON VECTORS TO A VISUAL APCH TO RWY 35. BOTH THE CAPT (PNF) AND I SAW GEESE (ABOUT 2 DOZEN) IN FORMATION CLOSE TO OUR ALT AT OUR 12 O'CLOCK POS. WE HAD NO TIME TO MANEUVER TO AVOID THE GEESE AS WE WERE STILL AT 240-250 KIAS. AS WE FLEW THROUGH THE FLOCK, WE HEARD AND FELT A THUD AS IT APPEARED WE STRUCK AT LEAST 1 GOOSE SOMEWHERE ON THE NOSE. NO ABNORMAL INDICATIONS WERE SEEN ON THE EICAS AND SYS SYNOPTIC PAGES. APPROX 2 MINS LATER, WE HEARD ANOTHER SOUND WHICH WE THOUGHT MIGHT HAVE BEEN AN ACCESS DOOR OPENING. AT NO TIME WAS ACFT CTL COMPROMISED, AND WE CONTINUED WITH A NORMAL APCH AND LNDG. AFTER BEING MARSHALLED INTO OUR GATE, THE RAMP AGENT MOTIONED FOR US TO TAKE A LOOK AT THE ACFT. UPON EXAM, WE SAW THAT 1 GOOSE IMPACTED THE RADOME JUST BELOW AND TO THE R (FO) SIDE OF CTR. THE GOOSE PUNCHED A HOLE THROUGH THE RADOME AND WAS LODGED INSIDE. ALSO, THE RADAR ANTENNA PLATE WAS HANGING OUT OF THE HOLE -- WE SURMISED THAT WAS THE SECOND SOUND WE HEARD, THAT OF IT DROPPING THROUGH THE HOLE (IT WAS BEING RETAINED SOLELY BY THE CABLE). NO OTHER SIGNS OF IMPACT OR DAMAGE WERE NOTED AROUND THE ACFT. IT APPEARED THAT NO LARGE PIECES DEPARTED THE ACFT IN FLT (THE PIECES OF DISPLACED RADOME WERE BEING HELD IN PLACE BY THE REMAINS OF THE GOOSE). THE FLT ATTENDANT AND SEVERAL PAX COMMENTED THEY HEARD/FELT THE IMPACT (1 PAX WHO WAS WAITING FOR HIS CARRY-ON BAG ASKED ME IF WE HIT A BIRD). WE OFTEN SEE BIRDS IN THIS AREA, AS THE APCH TO PHL GENERALLY FOLLOWS THE DELAWARE RIVER.

Synopsis

A CL65 AT 3000 FT SUSTAINED A GOOSE BIRD STRIKE ON ITS RADOME WHILE ON APCH TO PHL RWY 35.

ACN: 721810

Time / Day

Date : 200612
Local Time Of Day : 1201 To 1800

Place

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

Environment

Weather Elements : Rain

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 12000
Experience.Flight Time.Type : 5500
ASRS Report : 721810

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other : Aircraft Damaged

Assessments

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

Narrative

CLRED FOR TKOF. TOGA PWR SET. ACCELERATING THROUGH ABOUT 80 KTS CAPT (THE PF) NOTICED A FLOCK OF SEAGULLS ON THE CTRLINE OF THE RWY. THE BIRDS BEGAN TO TAKE FLT AS WE NEARED, BUT IT BECAME OBVIOUS WE WERE GOING TO TRAVEL THROUGH THE GROUP. WE HIT AT LEAST 5 BIRDS, MAYBE MORE (AUDIBLE STRIKE SOUNDS FROM THE FORWARD LOWER FUSELAGE). THE CAPT INITIATED A REJECTED TKOF AT ABOUT 90-95 KTS (I HAD JUST CALLED OUT 80 KTS -- THRUST SET). THE REJECTED TKOF WAS EXECUTED EXACTLY AS PLANNED (TRAINED). CALLED TWR DURING DECELERATION AND ADVISED. MADE PA FOR PAX TO REMAIN SEATED (3 TIMES). CLRED THE RWY, CONTACTED GND, AND RETURNED TO THE GATE FOR MAINT INSPECTION. THE ISSUE WAS WHETHER WE HAD SUSTAINED DAMAGE. DAMAGED FOUND: CRACKED TAXI LIGHT LENS. SPOKE WITH LCL ARPT AUTH IN PERSON (CAPT) AND WITH MCO APCH CTL FACILITY (FO) -- BOTH TO MAKE RPTS. CONCLUSION: THE BIRDS WERE TOO FAR AWAY TO BE SEEN PRIOR TO TKOF, THE ACFT WAS LIGHT AND WE WERE TOGA -- SO THE RATE OF ACCELERATION WAS EXTREME (TOGA PLANNED OWING TO INCLEMENT WX CONDITIONS). THERE WAS INSUFFICIENT TIME TO MODIFY THE TKOF PROFILE, OR FOR THE BIRDS TO GET OUT OF THE WAY. THE DECISION, I BELIEVE, WAS ABSOLUTELY THE CORRECT AND PROPER ONE -- AND WAS EXECUTED WITH SKILL BY THE CAPT. AFTER MAINT INSPECTION, AND DEFERRAL OF THE TAXI LIGHT, THE FLT DEPARTED WITHOUT FURTHER EXCITEMENT. NOTE: APPROX 1 HR PRIOR TO OUR EVENT, A B747 HIT A FLOCK OF BIRDS ON LNDG ON RWY 17L -- THE WX WAS CAUSING BIRDS TO TAKE TO THE GND -- AND UNFORTUNATELY OFTEN ON THE RWY(S).

Synopsis

A320 FLT CREW ENCOUNTERS BIRDS DURING TKOF ROLL, REJECTS TKOF AT MCO.

ACN: 718024

Time / Day

Date : 200611
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Experimental
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Total : 75
Experience.Flight Time.Type : 2
ASRS Report : 718024

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged
Consequence.Other : Physical Injury

Assessments

Problem Areas : Environmental Factor

Narrative

FLYING E FROM LAKE, UNTIL REACH THE COAST TURNED NBOUND UNTIL INLET THEN TURN W OVER THE INLET LOOKING DOWN AT THE NEW CONSTRUCTION THEN I LEVELED OUT AND THERE IT WAS, A 6 FT TURKEY VULTURE WHICH FLEW INTO THE WINDSCREEN. I SUFFERED A BROKEN NOSE AND A RUPTURED EAR DRUM.

Synopsis

PLT OF COLUMBIA 350 IS INJURED WHEN A BIRD STRIKE OCCURS INFLT.

ACN: 716944

Time / Day

Date : 200611
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : DFW.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121

Aircraft : 2

Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 716944

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other
Consequence.Other

Assessments

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

Narrative

NORMAL PUSHBACK, START AND TAXI. TAXIED TO RWY 18L FOR TKOF (DFW). FLOCKS OF SMALL BIRDS WERE VISIBLE WHILE ON TXWY Z AND RPTED IN AREA. ON NORMAL TKOF ROLL WE ENCOUNTERED A FLOCK OF SMALL BLACK BIRDS THAT HAD EITHER DOVE DOWN FROM ABOVE THE RWY OR FLOWN UP FROM THE W SIDE OF THE RWY. THEY WERE NOT VISIBLE WHEN WE BEGAN OUR TKOF. DUE TO THE TIME OF DAY (DUSK) WE DID NOT SEE THEM UNTIL THEY WERE NEARLY RIGHT IN FRONT OF US. THEY WERE FLYING AT APPROX 5-10 FT AGL FROM R TO L. WE WERE AT APPROX 115 KTS, OUR V1 WAS 130 KTS (OUR WT WAS 184000 LBS). WHEN IT WAS APPARENT THAT WE WERE NOT GOING TO MISS THEM I MENTALLY PREPARED TO ABORT. THE R ENG SURGED AND IT FELT AS IF A TIRE HAD BLOWN. I KNEW THEY HAD PROBABLY GONE INTO THE L SIDE AS WELL SO I ABORTED GIVEN OUR RELATIVELY LOW AIRSPD, A LONG RWY, AND THE POSSIBILITY OF A DOUBLE FLAMEOUT AND OR ENG DAMAGE. THE ENG INDICATIONS WERE NORMAL DURING REVERSE THRUST AND IDLE AND NO EICAS MESSAGES APPEARED. THE ABORT WAS NORMAL, AND NORMAL BRAKING WAS APPLIED AS WE SLOWED DOWN BELOW 80 KTS AND EXITED THE HIGH SPD AT THE S END OF TERMINAL D. WE VERIFIED WITH THE FLT ATTENDANTS THAT EVERYTHING WAS OK IN THE CABIN, WHEN WE INFORMED THAT THE R ENG HAD SHOT A FLAME AS THE BIRDS HAD GONE THROUGH IT. WE VERIFIED WITH THE FLT ATTENDANT AND THE TWR THAT THERE WAS NO FIRE NEAR THE R ENG AND SHUT IT DOWN AS A PRECAUTION WITH NORMAL ENG INDICATIONS. DUE TO THE 115 KT ABORT SPD, SHORT TAXI TIME, LIGHT ACFT WT, AND MODERATE BRAKING FOR ONLY A SHORT PERIOD WE DECIDED TO TAXI IN UNDER OUR OWN PWR.

Synopsis

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS TKOF AT DFW.

ACN: 714632

Time / Day

Date : 200610
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : ZZZ

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 228
Experience.Flight Time.Total : 16500
Experience.Flight Time.Type : 9350
ASRS Report : 714632

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
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 : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

NIGHT/VFR TKOF FROM RWY X AT ZZZ. PASSING 800 FT AGL IN CLB, SAW WHAT APPEARED TO BE A LARGE BIRD (GOOSE?) STREAK THROUGH LNDG LIGHTS L OF ACFT CTRLINE FOLLOWED IMMEDIATELY BY 'THUNK' SOUND AND THEN LOUD, HIGH PITCHED WHINING NOISE. CHKED ENG INSTS AND SAW FLUCTUATING OIL PRESSURE AND HIGHER VIBRATION MONITOR READING ON L ENG. SLOWLY REDUCED THRUST ON BOTH ENGS WHILE CONTINUING THE CLB TO INITIALLY ASSIGNED ALT OF 7000 FT. NOISE AND OIL PRESSURE FLUCTUATIONS WERE REDUCED AS THRUST WAS REDUCED. DECLARED AN EMER WITH DEP CTL AND ASKED FOR VECTORS BACK AROUND TO SAME RWY. XFERRED CTL OF ACFT TO FO WHILE I BRIEFED FLT ATTENDANTS AND MADE PA TO PAX. ALSO TOLD FO TO SET UP FMS FOR ILS TO RWY X AT ZZZ. TOOK CTL BACK AFTER BRIEFING FLT ATTENDANTS AND PAX. ACCOMPLISHED CHKLISTS. APCH AND LNDG UNEVENTFUL. EVIDENCE OF BIRD STRIKE FOUND IN L ENG AFTER WE PARKED AT THE GATE.

Synopsis

AN A319 FLT CREW EXPERIENCED A BIRD STRIKE IN THE L ENG ON TKOF. WITH ABNORMAL OIL PRESSURE AND VIBRATION, THE CREW SHUT DOWN THE ENG, DECLARED AN EMER, AND RETURNED TO LAND AT DEP ARPT.

ACN: 714540

Time / Day

Date : 200610
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 714540

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
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 Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft

Narrative

FO WAS FLYING THE LEG FROM ZZZ TO ZZZ1. AFTER THE FLAPS WERE RETRACTED AND WE WERE GIVEN A HDG OFF THE SID, AT ABOUT 5000 FT, HE BROUGHT TO MY ATTN THAT THE OIL PRESSURE ON THE #1 ENG WAS ZERO AND WAS HIGHLIGHTED IN RED. I DECLARED AN EMER WITH DEP CTL AND TOLD THEM WE WOULD BE RETURNING TO ZZZ FOR AN IMMEDIATE LNDG. AS PER THE PREFLT BRIEFING, THE FO FLEW THE ACFT AND HANDLED THE ATC RADIOS. I REFERRED TO THE QRH, SHUT DOWN THE L ENG AS DIRECTED, BRIEFED THE FLT ATTENDANTS, MADE A PA TO THE PAX, CONTACTED DISPATCH, THEN FOLLOWED THROUGH WITH THE MECHANICAL CHKLIST. I SPOKE WITH THE ARFF CHIEF ON THE DISCRETE RADIO FREQ AND TOLD HIM THAT WE PLANNED ON STOPPING THE ACFT AND HAVING THEM LOOK US OVER, AFTER LNDG. WE ALSO STRUCK 2 BIRDS IN THE FLARE. THIS WAS RPTD TO THE TWR, WHO HAD AIRFIELD MGMNT SEARCH THE RWY. THEY FOLLOWED US TO THE GATE AND TOLD ME THAT THEY HAD FOUND 2 DOVES ON THE RWY. WE LANDED AT 202000 LBS, WHICH WAS 4000 LBS OVER MAX LNDG WT. THE TOUCHDOWN RATE WAS 100 FPM AND VERY SMOOTH. AFTER LNDG WE STOPPED THE ACFT AND THE ARFF CREW INSPECTED THE ACFT AND FOUND NO VISIBLE ABNORMALITIES. WE RECEIVED CLRNC TO TAXI TO GATE AND WERE FOLLOWED BY THE ARFF CREW AND AIRFIELD MGMNT. AFTER ARRIVING AT THE GATE, A MAINT SUPVR MET THE ACFT. THE OIL QUANTITY READ 18 QUARTS IN THE L ENG, WHICH MAY INDICATE A FAILURE OF A PUMP OR XMITTER, RATHER THAN A BUSTED LINE. I CALLED DISPATCH ON THE RADIO AND ANSWERED ALL OF HIS QUESTIONS, THEN FILLED OUT THE LOGBOOK, WITH 3 ENTRIES, LOSS OF OIL PRESSURE IN THE L ENG, OVERWT LNDG, AND BIRD STRIKE.

Synopsis

A B757-200 FLT CREW EXPERIENCED LOSS OF OIL PRESSURE ON TKOF. THEY DECLARED AN EMER AND RETURNED TO LAND OVERWT AT DEP ARPT, STRIKING 2 BIRDS IN THE LNDG FLARE.

ACN: 714222

Time / Day

Date : 200610
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SDF.Airport
State Reference : KY
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 201
Experience.Flight Time.Type : 201
ASRS Report : 714222

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 243
Experience.Flight Time.Type : 243
ASRS Report : 714036

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
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

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WE TOOK OFF FROM SDF ON RWY 17R AND JUST SECONDS AFTER LIFTOFF, WE BOTH NOTICED HUNDREDS MAYBE EVEN THOUSANDS OF BLACKBIRDS THAT STARTED TO SCATTER IN FRONT OF US. THEY WERE ON THE RWY AS WELL AS ON THE GRASS. WE HAD MINIMAL TIME TO REACT SAFELY. JUST ABOUT THE TIME WE STARTED TO RAISE THE GEAR WE TOOK AT LEAST 5-6 BIRD STRIKES ALL OVER THE ACFT. ENG INDICATIONS REMAINED NORMAL AND I MAINTAINED NORMAL CLB ATTITUDE. 10 SECONDS AFTER THE IMPACT, ALL 3 OF US SMELLED SMOKE INSIDE THE COCKPIT. I ASKED THE FO TO CALL THE FLT ATTENDANTS IN BACK AND ASK THEM IF THEY SMELL OR SEE ANY SMOKE. THEY BOTH SAW AND SMELLED IT IN THE CABIN. AT 1000 FT I CALLED FOR 'FLAPS 1 DEG, CLB THRUST.' DUE TO POSSIBLE STRUCTURAL DAMAGE TO THE AIRFRAME AND GIVEN THAT SMOKE WAS PRESENT IN THE CABIN AND COCKPIT, I THEN DIRECTED THE FO TO TELL THE CTLR THAT WE ARE RETURNING BACK SDF. AS I CLBED THE ACFT AND ACCELERATED I CALLED FOR 'FLAPS UP' AND ALSO MOTIONED TO THE FO. AS I SAID AND DID THIS, THE FO WAS TALKING TO THE CTLR ON THE RADIO FOR TURN-BACK HDG AND ALT. THEY ASSIGNED US 3000 FT AND A 360 DEG HDG FOR A LNDG ON RWY 17L. DURING THIS TIME THE FO DID NOT HEAR THE COMMAND AND DID NOT RETRACT THE FLAPS. SINCE I WAS BUSY FLYING THE AIRPLANE, I DID NOT NOTICE THAT HE DID NOT RAISE THE FLAPS. WE TURNED TO A NORTHERLY HDG AND LEVELED OFF AT 3000 FT. ON THE DOWNWIND LEG, WE NOTICED THAT WE STILL HAD THE FLAPS AT 1 DEG AND WE WERE DOING 240 KIAS. I IMMEDIATELY REDUCED OUR SPD AND CALLED FOR 'FLAPS UP.' I TOLD THE FO TO TELL THE FLT ATTENDANTS TO KEEP THE CABIN SECURE, AND WE WILL LET THEM KNOW ABOUT A POSSIBLE EVAC. AT THIS TIME THEY TOLD US THAT THEY NO LONGER COULD SMELL OR SEE SMOKE IN THE CABIN AND WE ALSO DID NOT SMELL ANY MORE SMOKE. AFTER THE CALL TO THE FLT ATTENDANTS, I TOLD THE FO TO MAKE A PA EXPLAINING OUR SITUATION AND TO REMAIN SEATED. I HAD THE FO DO MOST OF THE RADIO AND PA WORK WHILE I FLEW THE ACFT. WE COMPLETED THE DSCNT CHKLIST AND WERE GIVEN A VISUAL APCH TO RWY 17L. AT THIS TIME WE WERE OVERWT BUT BECAUSE WE INITIALLY HAD SMOKE INSIDE THE CABIN, I DECIDED TO MAKE A LNDG IN EXCESS OF OUR 114000 LB LIMITATION ASAP.

Synopsis

B737-300 FLT CREW HAS MULTIPLE BIRD STRIKES ON TKOF AND RETURNS TO LAND AT SDF.

ACN: 711183

Time / Day

Date : 200609
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : OAK.Airport
State Reference : CA
Altitude.MSL.Single Value : 10

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.Climbout : Takeoff

Component : 1

Aircraft Component : Pitot-Static System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 20500
Experience.Flight Time.Type : 17000
ASRS Report : 711183

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

BIRD STRIKE ON ROTATION RWY 29 OAK. IMMEDIATELY GOT STICK SHAKER AND INDICATED AIRSPD DISAGREEMENT WARNINGS. FO'S AIRSPD WAS 60 KTS LESS THAN THE CAPT AND STANDBY INDICATORS. DURING VECTORS FOR A DOWNWIND RETURN TO OAK BOTH EEC'S WENT TO 'ALTERNATE MODE.' WE THEN EXPERIENCED A LOSS OF FMC ON THE FO'S SIDE. COMPLETED ALL CHKLISTS AND MADE A RETURN LNDG AT OAK RWY 29. POSTFLT INSPECTION REVEALED THE BIRD HIT THE UPPER PITOT TUBE ON THE FO'S SIDE.

Synopsis

B737 DEPARTING OAK BIRD STRIKE AT ROTATION AND RETURNS TO FIELD.

ACN: 709935

Time / Day

Date : 200609
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA
Altitude.MSL.Single Value : 8500

Environment

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 5100
ASRS Report : 709935

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

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 : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

PASSING APPROX 8500 FT IN CLB N OF SFO, HAD A BIRD STRIKE. ALL ACFT PARAMETERS NORMAL, CONTINUED FLT TO SEA. ENTERED BIRD STRIKE INTO ACFT LOG SYS MRM VIA ACARS. AFTER BLOCK-IN SEA, MAINT INSPECTED THE ACFT AND FOUND THE BIRD HAD STRUCK THE RADOME. THE RADOME WAS DAMAGED BEYOND DEFERRAL.

Synopsis

BIRD STRIKE ON DEP RESULTS IN DAMAGE TO RADOME ON B757-200.

ACN: 708057

Time / Day

Date : 200608
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Intersection : LUXOR
State Reference : NY
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : L30.TRACON
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : GRANPA 1

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 17000
Experience.Flight Time.Type : 3500
ASRS Report : 708057

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

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 : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Narrative

LEVEL AT 12000 FT, 250 KTS APCHING LUXOR INTXN WHEN THE FLT CREW HEARD A LOUD THUD IN THE FORWARD PART OF THE FUSELAGE. CALLED FLT ATTENDANT

TO ASK IF NOISE WAS HEARD AND REPLY WAS FROM FORWARD PART OF CABIN. ALL ENG AND ACFT SYS OPERATED NORMALLY AND THERE WAS NO ADVERSE NOISE. FO SENT IN CODE FOR LOUD THUD. INSPECTED ACFT AT GATE AND FOUND LARGE 14 INCH DIAMETER IMPRESSION WITH A TEAR INTO THE RADOME STRUCTURE JUST BELOW THE CTR OF THE RADOME. IMPRESSION WAS COVERED WITH BLOOD FROM BIRD STRIKE. BIRD LOOKS LIKE IT BOUNCED DOWN UNDER ACFT. NO OTHER DAMAGE WAS FOUND.

Synopsis

AN A320 ON DSCNT INTO LAS STRUCK A BIRD ON THE RADOME, CAUSING A 14 INCH DIAMETER DENT.

ACN: 706269

Time / Day

Date : 200608
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.General Aviation : Corporate
Make Model Name : Gulfstream II
Operating Under FAR Part : Part 135
Navigation In Use.Other : Pilotage
Flight Phase.Climbout : Takeoff
Route In Use.Departure : On Vectors

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 400
ASRS Report : 706269

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
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
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

IMMEDIATELY AFTER ROTATION, ACFT INGESTED A SEAGULL IN THE L ENG. THE ENG HAD SEVERAL (ESTIMATED 15-20) COMPRESSOR STALLS. THE ENG WAS USELESS AND THE FLT WAS ESSENTIALLY A SINGLE ENG OP. I WAS ABLE TO CLB OUT AT V2 DURING THE COMPRESSOR STALLS THAT CAUSED THE AIRPLANE TO SHAKE VIOLENTLY (THINK SEVERE TURB). AN EMER WAS DECLARED AND WE WERE VECTORED TO ZZZ AND LANDED SAFELY. HIGH SPD ABORT WAS NOT AN OPTION. I SAW THE BIRDS AT ABOUT 100-110 KTS AND AT THAT SPD I AM NOT CONFIDENT THAT I WOULD HAVE BEEN ABLE TO STOP THE ACFT ON THE REMAINING RWY.

Synopsis

GULFSTREAM G11B FLT CREW HAS A BIRD INGESTED IN THE L ENG DURING TKOF, DECLARES EMER AND DIVERTS FOR LNDG.

ACN: 704416

Time / Day

Date : 200607
Local Time Of Day : 1201 To 1800

Place

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

Environment

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Other

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 110
Experience.Flight Time.Type : 74
ASRS Report : 704416

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Birds
Anomaly.Inflight Encounter.Other
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

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

Narrative

I WAS ON FINAL. AS I WAS TERMINATING [APCHING] THE LNDG I WAS XING A SMALL POND. AS I CROSSED THE POND THERE WERE APPARENTLY SOME DUCKS

ON THE SHORE. THEY FLEW IN FRONT OF MY WINDSCREEN. I PULLED BACK ON THE CYCLIC AND THE TAIL ROTOR STRUCK THE SURFACE OF THE WATER. I THEN NOSED THE SHIP FORWARD AND LANDED ON THE SHORE WITH MY TAIL CONE STILL PARTIALLY EXTENDED OVER THE WATER.

Synopsis

ROBINSON R44 PLT ENCOUNTERS BIRDS ON APCH.

ACN: 703859

Time / Day

Date : 200607
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : NYO.Airport
State Reference : NY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 3
Experience.Flight Time.Total : 404
Experience.Flight Time.Type : 95
ASRS Report : 703859

Events

Anomaly.Excursion : Runway
Anomaly.Ground Encounters : Animal
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Consequence.Other

Assessments

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

Narrative

I WAS ON MY FOURTH TOUCH AND GO AND HAD ALREADY TOUCHED DOWN AND LOWERED THE NOSEWHEEL. I WAS SLIGHTLY L OF CTRLINE. THE THROTTLE WAS AT IDLE, SPD WAS ABOUT 35 KTS. I HAD A LITTLE R AILERON AS THE WIND AT THAT MOMENT WAS COMING FROM ABOUT 290-300 DEGS AT ABOUT 12-15 KTS. I GLANCED DOWN QUICKLY TO BE SURE I WAS ON THE FLAP SWITCH AND

RETRACTED THE FLAPS. I WAS STILL DRIFTING A LITTLE TO THE L, SO I PUT IN A LITTLE R RUDDER TO REGAIN RWY CTR. AT THE SAME TIME I SAW A HAWK AT ABOUT THE 10 O'CLOCK POS AND ABOUT 50-60 FT OUT ABOUT 7 FT HIGH, WINGS STIFF IN A GLIDE, COMING DIAGONALLY ACROSS MY PATH, L TO R (HDG ABOUT 070 DEGS) IN THE DSCNT. IT WAS ONLY VISIBLE FOR A SECOND OR TWO BUT TIME ENOUGH FOR ME TO INSTINCTIVELY REACT AND TAKE EVASIVE ACTION. I WENT FOR THE BRAKES AND ATTEMPTED TO STEER SLIGHTLY TO THE L OF CTR TO AVOID A BIRD STRIKE. WHEN I DID THIS IT FELT LIKE THE WIND SHIFTED AT THE SAME TIME NOW COMING FROM THE L TO SOMETHING MORE LIKE 260 DEGS KICKING THE TAIL TO THE R. THE PLANE TURNED ABOUT 15 DEGS TO THE L OF STRAIGHT, MORE THAN I ANTICIPATED. AT THAT POINT I TRIED TO STEER AROUND THE RWY LIGHT IN MY PATH BUT WAS TOO CLOSE TO ACCOMPLISH THE TASK. ONE BLADE OF THE PROP STRUCK A RWY LNDG LIGHT ABOUT 200 YARDS FROM THE THRESHOLD AS THE PLANE WENT ONTO THE GRASS. BY THIS TIME I WAS GOING MUCH SLOWER, AND THE THROTTLE WAS STILL ALL THE WAY OUT. I SLOWLY TAXIED THE PLANE BACK ONTO THE RWY AND UP TO THE TIE-DOWN AREA. I RPTD THE INCIDENT TO THE PERSON AT THE FBO.

Synopsis

AT NYO A C172'S PROP STRUCK A RWY LIGHT WHILE EXITING THE RWY ATTEMPTING TO AVOID A BIRD STRIKE AFTER LNDG.

ACN: 700863

Time / Day

Date : 200606
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BDL.Airport
State Reference : CT
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : Y90.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 175
Experience.Flight Time.Total : 19800
Experience.Flight Time.Type : 3600
ASRS Report : 700863

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 3000
ASRS Report : 700858

Events

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

Assessments

Problem Areas : Aircraft

Narrative

BIRD STRIKE, RADOME, LOWER L QUADRANT OF RADOME. LARGE BIRD, SIGNIFICANT DAMAGE TO RADOME. ACFT CONTINUED APCH AND LNDG WITHOUT INCIDENT.

Synopsis

A319 STRIKES LARGE BIRD ON ARR TO BDL CAUSING SUBSTANTIAL DAMAGE TO THE RADOME.

ACN: 700711

Time / Day

Date : 200606
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SDF.Airport
State Reference : KY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft : 1

Controlling Facilities.Tower : SDF.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
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 24000
Experience.Flight Time.Type : 16000
ASRS Report : 700711

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

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

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

ON TKOF ROLL SDF JUST BEFORE ROTATION A FLOCK OF SMALL BLACK OR BROWN BIRDS APPEARED. BTWN ROTATION AND 50 FT WE STRUCK SEVERAL BIRDS AND INGESTED SEVERAL IN BOTH ENGS. NO FLUCTUATIONS OR ANOMALIES WERE NOTED. JUST THE SMELL OF THE BIRDS COOKING. WE NOTIFIED THE TWR TO CHK THE RWY FOR DEAD BIRDS. WE PROCEEDED TO MDW NO ACFT ABNORMALITIES NOTED. MAINT CHKED THE ACFT FOR DAMAGE AND BORESCOPED THE ENGS FOR INTERNAL DAMAGE. NONE WAS NOTED.

Synopsis

B737-700 ON DEP HAS MULTIPLE BIRD STRIKES. FLT CONTINUES TO DEST.

ACN: 700219

Time / Day

Date : 200606
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LWM.Airport
State Reference : MA
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LWM.Tower
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Total : 85
Experience.Flight Time.Type : 85
ASRS Report : 700219

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Inflight Encounter : Birds
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

I WAS TRACKING THE 240 DEG RADIAL TO LWM. I HAD CONTACTED LWM TWR AND HAD RECEIVED INSTRUCTIONS TO LAND ON RWY 32, ENTER R DOWNWIND, MAKE R TFC AND RPT MID FIELD. AS I CROSSED THE VOR AND PREPARED TO MAKE MY TURN TO DOWNWIND, I SAW ON THE L SIDE OF THE AIRPLANE WHAT APPEARED TO BE ANOTHER AIRPLANE (OR SO I THOUGHT). I IMMEDIATELY EXECUTED A R TURN AND STARTED TO CLB OUT OF THE TFC PATTERN, INSTEAD OF THE REQUIRED L TURN. I WAS QUITE FLUSTERED AT THIS POINT, THINKING I HAD JUST AVOIDED A MIDAIR COLLISION. THE TWR THEN ASKED WHAT WAS GOING ON AND WAS I GOING TO LAND. I REPLIED THAT I NEEDED TO CLB (WHAT I MEANT TO SAY WAS THAT I WANTED TO LEAVE THE TFC PATTERN). I HAD GOTTEN MYSELF A LITTLE DISORIENTED. I WAS MOMENTARILY CONFUSED ABOUT WHETHER I WAS LNDG ON RWY 32 OR RWY 23. I QUICKLY GOT MYSELF UNDER CTL AND TOLD THE TWR THAT I WOULD STILL LIKE TO LAND. THE TWR GAVE ME INSTRUCTIONS TO EXECUTE A 180 DEG TURN TO RETURN FOR LNDG ON RWY 32. I DID THIS AND LANDED WITHOUT INCIDENT. ONCE ON THE GND THE TWR ASKED FOR MORE CLARIFICATION AS TO WHAT HAPPENED. I EXPLAINED TO HIM THAT I THOUGHT I SAW OTHER TFC AND THAT STARTLED ME AND FOR A FEW MOMENTS I WAS DISORIENTED. AFTER I THOUGHT ABOUT THIS, WHAT I THINK I SAW WAS MOST LIKELY A HAWK THAT WAS CIRCLING CLOSE TO THE ARPT. WHAT I SAW WAS SOMETHING FLYING VERY CLOSE TO MY PLANE AND IT SENT A CHARGE THROUGH ME. I DISCUSSED THIS WITH MY CFI ONCE I WAS ON THE GND. THE DISORIENTATION ONLY LASTED A FEW SECONDS, BUT I MADE A BAD DECISION IN THAT TIME. A SUDDEN RUSH OF ADRENALIN CAN HAVE, POTENTIALLY, DEVASTATING CONSEQUENCES. I NEED TO MAKE SURE I DON'T LET A SMALL, STARTLING DISTR CREATE A BIGGER PROB.

Synopsis

A PIPER WARRIOR PLT ENTERING THE VFR PATTERN AT LWM MISTOOK A BIRD FOR AN ACFT CLOSE BY AND CLBED OUT OF THE PATTERN.

ACN: 699919

Time / Day

Date : 200606
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Tail Rotor

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 2786
Experience.Flight Time.Type : 360
ASRS Report : 699919

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Overcame Equipment Problem
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

I DEPARTED FROM A PVT HELIPOINT IN NAVARRE, FL, TO THE S AND CLBED SBOUND. ONCE XING OVER THE INTERCOSTALS, I TURNED WBOUND ALONG WHAT IS REFERRED TO AS THE SOUND SIDE (N SIDE) OF NAVARRE BEACH. SHORTLY AFTER LEVELING OFF, I HEARD A NOISE (OR THUMP) AS IF SOMETHING HIT THE ACFT. I IMMEDIATELY ENTERED A DSCNT TO PERFORM A PRECAUTIONARY LNDG TO AN UNPOPULATED SECTION OF THE BEACH. DURING THE DSCNT, I MONITORED ALL INSTS, AND FOUND NOTHING TO BE ABNORMAL, SO I CONTINUED THE APCH AND BEGAN TO BRING THE HELI TO A HOVER AT ABOUT 30 FT AGL AND PERFORM A NORMAL LNDG. AT THIS POINT EVERYTHING APPEARED TO FUNCTION NORMALLY UNTIL THE HELI DECELERATED BELOW A SPD THAT THE VERT STABILIZER WOULD HAVE EFFECT. AT THAT TIME THE HELI BEGAN TO YAW TO THE R, SO I DECIDED TO ROLL THE THROTTLE TO IDLE AND PERFORM A HOVERING AUTOROTATION TO THE LNDG SITE. AFTER COMPLETING AN ACFT SHUTDOWN, I EXITED THE ACFT AND BEGAN TO INVESTIGATE THE PROB. I NOTICED THAT THE TAIL ROTOR GEAR BOX HAD BEEN SEVERED FROM THE ACFT, AND REALIZED THAT THE PELICAN BIRDS THAT WERE IN THE VICINITY OF MY FLT PATH MIGHT HAVE COME IN CONTACT WITH THE TAIL ROTOR, CAUSING ONE TAIL ROTOR BLADE TO DEPART FROM THE TAIL ROTOR ATTACHING POINT, AND SUBSEQUENTLY CAUSED THE REMAINING TAIL ROTOR BLADE TO COME IN CONTACT WITH THE TAIL ROTOR GUARD. ONCE THIS HAPPENED, THE TAIL ROTOR BLADE IMPACTING THE GUARD CAUSED THE GEAR BOX TO SEVER FROM THE TAIL. I THINK IN THIS SITUATION, EXTREME CAUTION SHOULD BE TAKEN WHEN FLYING IN THE VICINITY OF BEACHES. BIRDS HAVE TENDENCIES FOR SOME REASON TO DIVE ON ACFT OR COLLIDE WITH THEM. IN MY SITUATION I WAS FORTUNATE ENOUGH TO SET THE HELI DOWN WITH MINIMAL DAMAGE, AND IN AN AREA WHERE THERE WERE NO PERSONS ON THE BEACH.

Synopsis

FAIRCHILD HILLER FH1100 PLT HAS A BIRD STRIKE AND MAKES A PRECAUTIONARY LNDG.

ACN: 698307

Time / Day

Date : 200605
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 1000
ASRS Report : 698307

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 187
Experience.Flight Time.Total : 2052

Experience.Flight Time.Type : 554
ASRS Report : 698977

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter : Birds
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ECAM
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

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

Narrative

UPON THE INITIATION OF THE TKOF ROLL, ALL ENG INDICATIONS APPEARED NORMAL. SHORTLY AFTER ACFT ROTATION, WE SAW A SEAGULL PASS IN CLOSE PROX ON THE R SIDE OF THE ACFT. AFTER GEAR RETRACTION, WE NOTICED A VIBRATION THROUGHOUT THE ACFT ALONG WITH A CORRESPONDING N1 FAN VIBRATION INDICATION OF ABOUT 3.3 (YELLOW RANGE) ON THE #2 ENG. THE N1 FAN VIBRATION ABNORMAL CHKLIST PROC WAS ACCOMPLISHED WHICH LED TO THE INFLT SHUTDOWN OF THE #2 ENG. THEN THE APPROPRIATE CHKLIST TASKS WERE ACCOMPLISHED AND ATC, THE FLT ATTENDANT, DISPATCH, AND THE PAX WERE NOTIFIED OF OUR SITUATION. AN EMER WAS DECLARED WITH ATC. WE RETURNED FOR A LNDG AT OUR DEP ARPT, THE NEAREST SUITABLE ARPT. THE APCH AND LNDG WERE UNEVENTFUL. WE TAXIED TO THE GATE, AND THE PAX DEPLANED INTO THE JETWAY. DURING THE POSTFLT WALKAROUND INSPECTION, 6 FAN BLADES WERE VISIBLY DAMAGED ON THE #2 ENG ALONG WITH BIRD DEBRIS. SUPPLEMENTAL INFO FROM ACN 698977: WE CALLED READY FOR TKOF AT TXWY X AND TWR NOTIFIED US THAT SOME GULLS WERE NOW ON THE RWY NEAR THE CTRLINE ABEAM THE AFOREMENTIONED TXWY. WE WERE ALSO CLRED FOR TKOF. WE ACCEPTED THE TKOF CLRNC AND BEGAN OUR ROLL. MOMENTS BEFORE ROTATION WE SAW SOME GULLS ABOUT THE RWY CTRLINE. ALL BUT 1 QUICKLY FLEW AWAY. AT ROTATION SPD I CALLED 'ROTATE,' AND THE CAPT BEGAN TO ROTATE THE ACFT. AT THE SAME TIME, A GULL FLEW PAST THE R-HAND COCKPIT WINDOWS.

Synopsis

CRJ-200 FLT CREW ENCOUNTERS BIRDS ON TKOF, R ENG INGESTS BIRD AND IS SECURED, EMER DECLARED AND ACFT RETURNS FOR LNDG.

ACN: 698258

Time / Day

Date : 200605
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.MSL.Single Value : 8500

Environment

Weather Elements : Rain
Weather Elements : Thunderstorm
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : C90.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
ASRS Report : 598258

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Inflight Encounter : Birds
Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative

LIGHTNING STRIKE/BIRD STRIKE. WHILE GETTING VECTORED FOR APCH, WE BELIEVE THAT WE EXPERIENCED A LIGHTNING STRIKE TO THE ACFT. WE WERE IN LIGHT TO MODERATE RAIN WITH LIGHT TURB AND CLR OF ALL RED RADAR RETURNS WHEN WE SAW A LIGHTNING BOLT MOVING THROUGH THE CLOUD IN FRONT OF US THAT APPEARED TO ENTER THE ACFT'S NOSE ON THE R-HAND SIDE. SIMULTANEOUSLY, WE HEARD A LOUD BANG. WE DID NOT EXPERIENCE ANY RADIO ANOMALIES AND ALL GAUGES CONTINUED TO INDICATE NORMALLY. AFTER LNDG, SEVERAL PAX IN THE AFT CABIN ON THE ACFT R RPTED SEEING FLASHES OF FIRE (SPARKS) COMING FROM THE R WING. SOME EVEN SAID THERE WAS A BURN MARK ON THE TOP OF THE WING. WE COMPLETED AN EXTERIOR POSTFLT INSPECTION AND DID NOT FIND ANY AREAS OF DAMAGE FROM LIGHTNING STRIKE. WE FOUND THE BLACK MARK ON TOP OF THE #4 SPOILER PANEL ON THE R-HAND SIDE TO BE REMAINS OF A BIRD. WE HAD NO INDICATIONS OF HITTING A BIRD OTHER THAN THE REMAINS DISCOVERED ON THE POSTFLT INSPECTION.

Synopsis

A320 FLT CREW ENCOUNTERS WX, A LIGHTNING STRIKE AND BIRD STRIKE DURING APCH FOR LNDG AT ORD.

ACN: 695844

Time / Day

Date : 200605
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PDX.Airport
State Reference : OR
Altitude.AGL.Single Value : 0

Aircraft : 1

Controlling Facilities.Tower : PDX.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 5000
ASRS Report : 695844

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Ground Encounters.Other
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

ARR AT THE ARPT, PREFLT PLANNING, WALKAROUND, ACFT PREFLT AND TAXI TO RWY WERE ALL NORMAL. THE FO WAS THE PF. TKOF ROLL WAS NORMAL UNTIL SHORTLY AFTER THE '80 KTS' CALL WHEN THE FO NOTICED WHAT LOOKED LIKE A HAWK FLYING FROM R TO L ACROSS THE RWY AHEAD OF THE ACFT. THE HAWK WAS AT WHAT APPEARED TO BE ENG HT. THE FO SAID TO HIMSELF, 'DON'T DO THAT,' IN REF TO THE BIRD'S APPARENT HEADING FOR THE L (#1) ENG. THE CAPT DID NOT SEE THE BIRD. JUST AFTER THE 'V1' CALL, A SIGNIFICANT VIBRATION WAS NOTED AND THE #1 ENG VIBRATION WAS 9.9. THE DECISION WAS MADE TO CONTINUE THE TKOF. WITH THE EXCEPTION OF THE ENG VIBRATION AND A LOUD NOISE IN THE ACFT, ALL OTHER INDICATIONS WERE NORMAL. THERE WAS SOME DISCUSSION AS TO WHETHER THERE WAS A TIRE PROB DUE TO THE VIBRATION FELT IN THE ACFT. A NORMAL 2 ENG TKOF WAS ACCOMPLISHED, AND ATC WAS NOTIFIED OF THE PROB. THE ACFT WAS LEVELED OFF AT 4000 FT MSL AND ACCELERATED TO 230 KTS BY THE FO WHILE THE CAPT BEGAN ANALYZING THE VIBRATION INDICATION, WHICH DECREASED WHEN THE THROTTLE WAS RETARDED (BUT REMAINED HIGHER THAN NORMAL) ALL OTHER ENG INDICATIONS REMAINED NORMAL. THE VIBRATION CHKLIST WAS ACCOMPLISHED AND A DECISION WAS MADE BY THE CAPT AND CONCURRED WITH BY THE FO TO RETURN TO PDX. WHILE BEING VECTORED AROUND THE PATTERN IMC CONDITIONS WERE ENCOUNTERED AND ENG ANTI-ICE WAS USED ON BOTH ENGS WITH NO UNUSUAL INDICATIONS. THE OVERWT CHKLIST WAS ACCOMPLISHED AND VECTORS TO THE ILS RWY 10R (THE LONGEST RWY) WERE REQUESTED. A NORMAL 2 ENG, FULL FLAP LNDG WAS ACCOMPLISHED BY THE CAPT. THE ACFT WAS STOPPED ON THE TXWY TO BE INSPECTED BY THE FIRE CREW WITH NO UNUSUAL INDICATIONS IN THE COCKPIT OR ON THE GND. THE ACFT WAS TAXIED TO THE GATE AND SHUT DOWN NORMALLY. ALL AFTER LNDG AND SHUTDOWN CHKLISTS WERE ACCOMPLISHED. UPON INSPECTION AFTER LNDG, AT LEAST 3 FAN BLADES WERE DAMAGED AND BIRD REMAINS WERE FOUND IN THE AFT SECTION OF THE #1 ENG.

Synopsis

A319 INGESTS BIRD ON TKOF ROLL FROM PDX.

ACN: 694662

Time / Day

Date : 200604
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Enroute : On Vectors

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 650
Experience.Flight Time.Type : 500
ASRS Report : 694662

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewB : 1
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Other
Consequence.Other : Aircraft Damaged

Assessments

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

Narrative

SHORTLY AFTER DEP ON A DAY VFR FLT, THE ACFT COLLIDED WITH A LARGE TURKEY VULTURE. WHEN THE STRIKE OCCURRED WE WERE CLBING THROUGH APPROX 2000 FT AND WERE TURNING FROM A HDG OF 210 DEGS TO A HDG OF 230 DEGS. THE TWR CTLR HAD JUST REQUESTED THAT WE CONTACT DEP. AS I WAS SWITCHING FREQS I SAW A PAIR OF VULTURES PASS IN FRONT OF AND VERY CLOSE TO THE AIRPLANE. AS THEY PASSED TO THE L, ONE OF THE VULTURES HIT THE OUTER PORTION OF THE L WING. THE STRIKE TORE OPEN THE OUTER PART OF THE WING AND LEFT PART OF THE WINGTIP PANEL FLAPPING IN THE WIND. RATHER THAN SWITCHING TO DEP CTL, I REMAINED ON TWR FREQ, ADVISED THAT I HAD STRUCK A BIRD, HAD SUSTAINED DAMAGE TO THE WING, AND WAS DECLARING AN EMER. I REQUESTED AN IMMEDIATE RETURN TO THE ARPT. TWR ADVISED THAT I WAS CLRED FOR ANY APCH TO ANY RWY. AS I WAS AT THE TIME JUST SE OF THE FIELD, I MADE A R TURN TO A HDG OF 350 DEGS AND ENTERED A R DOWNWIND. THE ACFT APPEARED TO BE STABLE AND CTLABLE, SO I ADVISED TWR THAT I COULD MAKE A NORMAL VISUAL APCH. THE AIRPLANE REQUIRED FAIRLY HVY CTL INPUTS TO COUNTER A STRONG YAW TO THE L CAUSED BY THE ADDED DRAG OF THE BROKEN WINGTIP. ON SHORT FINAL I NOTICED THAT MY AIRSPD INDICATIONS WERE ALL WRONG. I SURMISED THAT THE PITOT TUBE HAD EITHER BEEN DAMAGED OR WAS BEING OBSTRUCTED BY BROKEN PARTS OF THE WING. IGNORING THE AIRSPD INDICATIONS, I CONTINUED THE APCH WITH A PWR SETTING THAT I KNEW WOULD PROVIDE A SAFE LNDG SPD. WE TOUCHED DOWN WITHOUT INCIDENT. ARPT CFR PERSONNEL VISUALLY INSPECTED THE AIRPLANE FOR FUEL LEAKS AND, FINDING NONE, WE WERE CLRED TO TAXI BACK TO PARKING. WITH HINDSIGHT, THE DAMAGE TO THE WING WAS NOT AS EXTENSIVE AS IT HAD APPEARED FROM THE AIR, BUT THE DAMAGE WAS SUBSTANTIAL NONETHELESS. I THINK I MADE THE RIGHT DECISION TO DECLARE AN EMER AND TO RETURN IMMEDIATELY TO THE ARPT.

Synopsis

CIRRUS SR22 PLT HAS A BIRD STRIKE, DECLARES EMER AND LANDS.

ACN: 694625

Time / Day

Date : 200604
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-83
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Route In Use.Departure : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 255
Experience.Flight Time.Total : 8100
Experience.Flight Time.Type : 2800
ASRS Report : 694625

Person : 2

Affiliation.Company : Air Carrier

Events

Anomaly.Inflight Encounter : Birds
Anomaly.Other Anomaly : Fumes
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

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

Narrative

DEPARTED IN VMC. CLBING THROUGH 3000 FT A BURNING SMELL WAS DETECTED IN THE ACFT. THE SMELL WAS VERY STRONG AND GETTING STRONGER AS THE ACFT CLBED. I DECIDED A RETURN TO THE FIELD WAS REQUIRED AS A BURNING SMELL WAS DETECTED ON THE ACFT. AN EMER WAS DECLARED WITH ATC, THE ACFT WAS MANEUVERED TO LAND, AND THE FIRE TRUCKS WERE IN POS AT THE TIME OF TOUCHDOWN. THE ACFT WAS EVALUATED AND FOUND OK TO RETURN TO THE GATE. PAX WERE DEPLANED, INFORMED OF ALL OPS, AND GIVEN UPDATES EVERY 45 MINS OR MORE FREQUENTLY. THE ACFT WAS INSPECTED BY THE FIRE DEPT OFFICIALS AND MAINT. EVIDENCE OF A BIRD INGESTION WAS FOUND IN THE #1 ENG. AFTER A DELAY, THE ACFT WAS REFUELED, PAX BAGS WERE REMOVED (SEVERAL PAX DID NOT REBOARD), THE ACFT LOGBOOK WAS SIGNED OFF BY MAINT, AND THE FLT DEPARTED AGAIN, ARRIVING 4 HRS BEHIND SCHEDULE.

Synopsis

MD83 FLT CREW ON DEP FROM ZZZ HAS FUMES IN ACFT, DECLARES EMER, DIVERTS AND LANDS.

ACN: 694253

Time / Day

Date : 200604
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LGU.Airport
State Reference : UT
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC
Weather Elements : Fog
Weather Elements : Rain
Weather Elements : Snow

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Total : 14400
Experience.Flight Time.Type : 1750
ASRS Report : 694253

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

AS WE ACCELERATED, WE NOTICED SEAGULLS ON THE L EDGE OF THE RWY DEPARTING TO THE L. THUS, WE PROCEEDED WITH THE TKOF. AT APPROX V, 1 SEAGULL TURNED BACK TOWARDS THE CTR OF THE RWY AND HIT THE UPPER/OUTER L WINDSHIELD AND THE L ENG INLET, DENTING THE INLET AND CONTINUING INTO THE ENG DAMAGING 1 FAN BLADE BEYOND LIMITS AND REQUIRING 3-5 OTHERS TO BE BLENDED. I WAS THE PNF AT THE TIME. WHEN THE SEAGULL HIT THE WINDSHIELD, I IMMEDIATELY LOOKED AT THE L ENG GAUGE TO SEE IF THE BIRD WENT INTO THE ENG. I SAW NO ABNORMAL ENG INDICATION. AFTER ABOUT 1 1/2 SECONDS, I LOOKED AT THE AIRSPD AND CALLED ROTATION AS WE WERE JUST PAST VR. ONCE WE WERE IN THE AIR, WE STARTED SMELLING THE BIRD FROM THE PRESSURIZATION THAT WAS OUR ONLY CLUE THAT THE BIRD HAD GONE INTO THE ENG. WE WERE CLRED TO 13000 FT AND CONTINUED OUR CLB TO 13000 FT. ONCE REACHING WE PULLED THE PWR BACK AND OBSERVED NO ABNORMAL ENG PARAMETERS. WE WERE 1500 LBS OVER LNDG WT AND THE SMELL HAD SUBSIDED. WE MOVED THE PWR BACK TO MAX CLB AND THE PARAMETERS WERE NORMAL SINCE WE WERE ABOVE LNDG WT AND THE ENG HAD NO SIGNS OF ANY DAMAGE WE ELECTED TO CONTINUE ON TO OUR DEST, PDX. UPON ARR, WE FOUND THE DENTED INLET AND DAMAGED FAN BLADE.

Synopsis

LTT IS STRUCK BY SEAGULLS SHORTLY AFTER TKOF. L ENG DAMAGED.

ACN: 694215

Time / Day

Date : 200604
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 5500
Experience.Flight Time.Type : 3000
ASRS Report : 694215

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

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 : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

JUST AFTER TKOF, OUR FLT SUSTAINED MULTIPLE BIRD STRIKES ALONG THE L SIDE OF THE ACFT JUST UNDER THE CAPT'S WINDSCREEN. ADDITIONALLY, THE #1 (L) ENG SHOWED N1, ITT, VIBRATION FLUCTUATIONS ALONG WITH THE DISTINCT SMELL OF BURNING FLESH WHICH WAS EVIDENCE THAT THE ENG HAD INGESTED AN UNKNOWN NUMBER OF BIRDS. THE FLT WAS ON A NIGHT IFR FLT PLAN. ATC WAS INFORMED AND AN EMER DECLARED WITH THE INTENTION OF RETURNING TO ZZZ. CFR ASSISTANCE WAS ALSO REQUESTED. SOULS ON BOARD AND FUEL STATE WAS RELAYED TO ATC. THOUGH THE L ENG WAS DAMAGED, IT STILL WAS PRODUCING SOME THRUST. THEREFORE, I ELECTED NOT TO SHUT THE ENG DOWN. IF NECESSARY, I WOULD USE REDUCED THRUST. WE ALSO HAD AN MEL DEFERRAL ON 1 ELECTRIC HYD PUMP WHICH WOULD CAUSE THE LNDG GEAR TO DEPLOY SLOWER THAN NORMAL. WE BRIEFED THIS AND DEPLOYED THE LNDG GEAR EARLY TO ALLOW FOR NORMAL EXTENSION. THE LNDG WAS CARRIED OUT SAFELY ON THE LONGEST RWY. AFTER TAXIING OFF RWY, THE ACFT WAS STOPPED SO THAT CFR COULD INSPECT US. THEY SAID THERE WAS NO EVIDENCE OF FIRE. THEREFORE, WE PROCEEDED BACK TO THE GATE. POSTFLT INSPECTION REVEALED MULTIPLE IMPACTS JUST BELOW THE CAPT'S WINDSCREEN AND THE #1 (L) ENG SHOWED CONSIDERABLE DAMAGE. THERE WERE NO INJURIES TO PAX OR CREW. BEING NIGHTTIME, THERE WAS NO WAY TO SEE OR AVOID THE BIRDS WHICH TURNED OUT TO BE GEESE.

Synopsis

CARJ STRIKES MULTIPLE GEESE SHORTLY AFTER TKOF. RETURNS UNDER EMER CONDITIONS. THE DAMAGED ENG REMAINED RUNNING.

ACN: 693095

Time / Day

Date : 200604
Local Time Of Day : 1201 To 1800

Place

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

Environment

Weather Elements.Other

Aircraft : 1

Controlling Facilities.Tower : IAD.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 14800
Experience.Flight Time.Type : 5400
ASRS Report : 693095

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

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 : Company Review

Assessments

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

Narrative

ON DEP IAD, NORMAL START TO TKOF. AT ABOUT 100 KTS THE R ENG HAD ABOUT 2 BIRD STRIKES. ALL ENG PARAMETERS WERE NORMAL AND HAD NO DISRUPTION. SHORTLY AFTER TKOF, WE CHKED THE AFT CABIN. THEY RPTED A SHORT-LIVED BURNING FEATHER SMELL FROM THE AIR CONDITIONING. AS THE BIRDS PASSED THE NOSE OF THE ACFT, THEY LOOKED ABOUT THE SIZE OF ROBINS. THE ENG RAN NORMALLY TO CRUISE. THEN AFTER 1 HR OF CRUISE, THE THROTTLES HAD ABOUT 1 KNOB SPLIT, WITH THE #2 ENG BACK, IN ORDER TO MATCH MOST ENG PARAMETERS. THE ONLY DIFFERENCE WAS THE EPR. THE L EPR WAS 1.3, THE R ENG 1.28. ENG VIBRATION, N1 AT CRUISE WAS 3.0. OUR GUESS WAS THAT THIS WAS RELATED TO THE BIRD STRIKE, POSSIBLY CONTAMINATION OF THE ENG INLET PROBES. WE CONSULTED WITH LINE MAINT, AND CONCURRED THAT AS LONG AS THE PARAMETERS WERE NORMAL WE WOULD CONTINUE TO ZZZ. THE ENG RAN NORMALLY ALL THE WAY TO DEST.

Synopsis

B767-300 FLT CREW DURING TKOF HAS SEVERAL BIRDS INGESTED INTO THE R ENG. ENG OPERATES NORMAL AND FLT CONTINUES TO DEST.

ACN: 693056

Time / Day

Date : 200604
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.MSL.Single Value : 5000

Environment

Weather Elements.Other

Aircraft : 1

Controlling Facilities.TRACON : C90.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-500
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : N/S

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 75
ASRS Report : 693056

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

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 : Aircraft Damaged
Consequence.Other : Company Review
Consequence.Other

Assessments

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

Narrative

AFTER TKOF FROM RWY 9L AND DURING LEVELOFF AT 5000 FT ON RWY HDG, WE SUSTAINED A BIRD STRIKE ON THE R SIDE OF THE NOSE ADJACENT TO THE FO'S FEET. THERE WERE NO ABNORMAL ENG INDICATIONS, AND WE CONTINUED TO DEST WITHOUT FURTHER INCIDENT. WE SENT MRM FOR BIRD STRIKE AND AGREED WITH MAINT TO DO A VISUAL INSPECTION UPON ARR. AFTER LNDG, WE INSPECTED THE NOSE AREA TO FIND RIVETS MISSING AND THE SHEET METAL PEELED BACK FROM THE NOSE CONE AREA. I ADVISED MAINT THAT THE AIRPLANE WOULD NOT BE AIRWORTHY UNTIL AT LEAST AN INTERIM REPAIR COULD BE MADE. MAINT ADVISED THEY WOULD ARRANGE FOR MAINT.

Synopsis

B737-500 FLT CREW HAS A BIRD STRIKE DURING CLB TO ALT.

ACN: 690239

Time / Day

Date : 200603
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Intermediate Altitude
Route In Use.Departure.SID : ZZZ

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 198
Experience.Flight Time.Total : 6793
Experience.Flight Time.Type : 416
ASRS Report : 690239

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

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.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

ON CLBOUT AT ZZZ RWY 13R, HDG 170 DEGS AT 1300 FT MSL, CAPT SAW AN OBJECT PASS DOWN THE FORWARD R SIDE OF THE FUSELAGE. THIS WAS QUICKLY FOLLOWED BY AN ABRUPT SHUDDER. ALL ACFT SYS CHKED NORMAL AND AN ECAM WAS NOT TRIGGERED. THE CAPT LEVELED THE ACFT OFF AT 2000 FT AND 200 KIAS, GEAR UP, CONFIGN 1+F, HAD THE FO DECLARE AN EMER AND REQUEST HOLDING IN ORDER TO BURN FUEL DOWN TO MAX LNDG WT. AFTER RECHKING THAT ALL ACFT SYS WERE RUNNING NORMALLY, THE CREW REQUESTED HOLDING N OF THE FIELD TO SET UP FOR A LNDG ON RWY 22L. AFTER BURNING DOWN TO MAX LNDG WT, THE CREW EXECUTED A NORMAL FULL FLAP LNDG AND TAXIED BACK TO THE GATE. THE POSTFLT INSPECTION REVEALED DAMAGE TO AT LEAST 4 STAGE 1 COMPRESSOR BLADES ON THE R ENG AND EVIDENCE OF BIRD INGESTION.

Synopsis

A320 FLT CREW HAS A BIRD STRIKE DURING DEP FROM ZZZ, DECLARES EMER, BURNS FUEL DOWN TO LNDG WT AND EXECUTES AN UNEVENTFUL LNDG.

ACN: 689759

Time / Day

Date : 200603
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TJSJ.Airport
State Reference : PR
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : TJSJ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 689759

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 689752

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

Function.Other Personnel.Other

Events

Anomaly.Ground Encounters : Animal
Anomaly.Other Anomaly.Other
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Flight Crew : Executed Go Around
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

BECAUSE THE AUTHORITIES HAVE ALLOWED THE IGUANA POPULATION TO GROW TO A LEVEL WHERE, MORE THAN A NUISANCE, THEY ARE A SAFETY ISSUE FOR FLT OPS. THESE ANIMALS ARE NOT ORIGINALLY FROM THIS COUNTRY, AND ATC TELLS US THAT THEY ARE A PROTECTED SPECIES. I DON'T KNOW IF THAT IS A FACT, BUT WHAT I KNOW IS THAT THEY ARE A SAFETY ISSUE. THEIR ERADICATION FROM THE ARPT PREMISES WOULD NOT AFFECT THEIR OVERALL POPULATION, AS THERE ARE SO MANY OF THEM AROUND THE ISLAND THAT THEY THREATEN TO ERADICATE OTHER SPECIES THEMSELVES. VEHICLES ARE ON THE RWY CHASING IGUANAS AS WE ARE GETTING READY TO LAND. FOLLOWED ATC INSTRUCTIONS TO GO AROUND.

Synopsis

AN ACR CREW APCHING TJSJ WAS ISSUED A MANDATORY GO AROUND BECAUSE OF OPERATIONS PERSONNEL CLEARING IGUANAS FROM THE RWY.

ACN: 689342

Time / Day

Date : 200602
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TJSJ.Airport
State Reference : PR

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : TJSJ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : ATR 72
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Landing : Missed Approach
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 689341

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around

Assessments

Problem Areas : Airport

Narrative

AFTER GOING MISSED ON RWY 8 FOR AN IGUANA, WE WERE RE-VECTORED FOR THE VISUAL ATC ADVISED THAT MORE IGUANAS HAD MOVED ON THE RWY AT TXWY S6 WHICH IS 5550 FT DOWN THE RWY AND HE WAS UNABLE TO ISSUE A LNDG CLRNC AND TO STATE OUR INTENTIONS. WITH 5550 FT RWY USABLE AND OUR WT CHKED, I FELT THAT A SAFE LNDG COULD EXECUTED. ATC SAID LAND AT OWN RISK DUE TO IGUANA AND WE LANDED AND CLRED AT TXWY S4.

Synopsis

ATR72 FLT CREW EXECUTES A GAR FOR AN IGUANA ON THE RWY. SUBSEQUENT ATTEMPT WAS SUCCESSFUL.

ACN: 682294

Time / Day

Date : 200512
Local Time Of Day : 1201 To 1800

Place

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

Environment

Light : Night

Aircraft : 1

Controlling Facilities.Tower : MCO.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Type : 1600
ASRS Report : 682294

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 682298

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Flight Crew : Rejected Takeoff
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

DURING THE NIGHTTIME TKOF ROLL, AT APPROX 140 KTS, RWY 36R, I SAW AN IMAGE OF A LARGE BIRD DIRECTLY IN FRONT OF THE ACFT ON THE R SIDE. BECAUSE OF THE DARKNESS, THE BIRD WAS NOT VISIBLE UNTIL JUST BEFORE IMPACT. I THEN HEARD A LOUD BANG AND THE ACFT YAWED TO THE R OF CTRLINE. THE CAPT IMMEDIATELY CALLED REJECT AND I RELINQUISHED CTL OF THE ACFT TO THE CAPT, PERFORMED THE REJECTED TKOF PROCS AND NOTIFIED THE TWR OF THE REJECTED TKOF. THE CAPT TAXIED THE ACFT OFF RWY 36R ONTO TXWY J AND THEN ONTO TXWY B. UPON REACHING TXWY B, HE STOPPED THE ACFT, SHUT DOWN THE R ENG, AND I NOTIFIED THE TWR TO HAVE AN ARPT OPS VEHICLE INSPECT THE R SIDE OF THE ACFT. DURING THE INSPECTION, THE ARPT OPS OFFICER NOTICED BIRD FEATHERS STICKING OUT OF THE R ENG EXHAUST TAIL CONE. I THEN CHKED THE BRAKE TEMPS ON THE EICAS STATUS PAGE. THE #4 AND #8 BRAKE INDICATORS READ '7' AND THE #3 AND #7 BRAKE INDICATORS INDICATED '6' AND '5' RESPECTIVELY. THE L SIDE, #1, #2, #5 AND #6 READ '3' AND '4.' I THEN REVIEWED WITH THE CAPT, THE QRH LNDG BRAKE COOLING SCHEDULE SECTION, AND INFORMED OUR LCL OPS OF THE BIRD STRIKE AND WE WOULD BE RETURNING TO THE GATE. FINALLY, WE RETURNED TO THE GATE AND DISCUSSED THE SITUATION WITH MAINT CTL, OPS, DISPATCH, AND MAINT. TALKING WITH MAINT PERSONNEL IT BECAME APPARENT THAT THE LOUD BANG WAS A COMPRESSOR STALL. WHILE DEBRIEFING WITH THE FLT ATTENDANTS, THEY RPTED A PAX SAW BLUE FLAMES AND SPARKS OUT OF THE EXHAUST OF THE R ENG. DURING MY POSTFLT WALKAROUND, I NOTICED BIRD FEATHERS LOCATED BEHIND THE N1 BLADES AND FEATHERS LOCATED IN THE EXHAUST SECTION OF THE ENG.

Synopsis

A B757-200 STRUCK A BIRD DURING TKOF. THE CREW REJECTED THE TKOF AND DISCOVERED A DAMAGED R ENG.

ACN: 681914

Time / Day

Date : 200512
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Falcon 2000
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 2000
ASRS Report : 681914

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Inflight Encounter : Birds
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative

I WAS FLYING OUR NORMAL NOISE ABATEMENT CLB OUT OF TEB. PROC IS FLY RWY 24 HDG UNTIL 1500 FT, THEN TURN R TO HDG 280 DEGS AND MAINTAIN 1500 FT. AT APPROX 600 FT AGL IN CLB I SAW SOME GEESE AHEAD AND SLIGHTLY HIGHER THAN US, SO I REDUCED PWR AND LEVELED OFF. I ALSO THEN TURNED R ABOUT 20 DEGS TO GO AROUND MAIN FLOCK OF GEESE. ONCE WE PASSED, I CONTINUED CLB TO 1500 FT AND TURNED FURTHER R TO 280 DEG HDG. WHILE WE WERE DOING THIS WE GOT OUR FREQ CHANGE TO DEP, WHO WAS BUSY AND HANDED US OFF PRETTY QUICK -- AS WE WERE GOING LOW LEVEL ACROSS NYC TO FRG (IFR). I WENT TO CALL THE TEB TWR ON THE OTHER RADIO, BUT ANOTHER CALL FROM DEP INTERRUPTED ME. I PLANNED TO ADVISE THE TWR OF THE BIRDS, BUT GOT CAUGHT UP FLYING THE PLANE. NEXT TIME SOMETHING LIKE THIS HAPPENS, I WILL STAY ON TWR FREQUENCY UNTIL I CAN PASS THE MESSAGE TO THEM (THEY DO GET BUSY AT TEB) AND THEN GO TO DEP. GEESE CAN CAUSE MAJOR DAMAGE TO ANY ACFT.

Synopsis

IN ORDER TO AVOID GEESE, AND AN F2000 CREW TURNED EARLY AND CLBED SLOWLY DURING THE TEB DEP.

ACN: 676472

Time / Day

Date : 200510
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : N51.Airport
State Reference : NJ
Altitude.AGL.Bound Lower : 4
Altitude.AGL.Bound Upper : 7

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SR20
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 14.8
Experience.Flight Time.Total : 505
Experience.Flight Time.Type : 97.0
ASRS Report : 676472

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Ground Encounters : Animal
Anomaly.Inflight Encounter.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other : Aircraft Damaged

Assessments

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

Narrative

THE CIRRUS SR20 ACFT I WAS PLTING COLLIDED WITH A DEER DURING LNDG. I ESTIMATE THE ACFT'S ALT AT THE TIME WAS APPROX 4-7 FT AGL, ON THE

CTRLINE OF RWY 4. IT WAS A DARK NIGHT WITH OVCST AT 7000 FT AND VISIBILITY OF 10+ MI. WINDS WERE CALM AT THE TIME OF THE COLLISION. AS I TRANSITIONED FROM THE APCH TO THE LNDG FLARE, 2 DEER BEGAN TO CROSS THE RWY. THEY WERE NOT ON THE RWY, BUT WERE TO THE R OF IT IN THE DARK AND WERE FIRST SEEN BY ME AS THEY ENTERED THE LNDG LIGHT BEAM XING R TO L AT A RUN. AS I CLOSED ON THE FIRST DEER, I BEGAN TO PULL BACK ON THE STICK AND ADVANCE THE THROTTLE TO FULL PWR. THE ACFT CONTINUED TO DSND AS THE PITCH AND PWR CAME UP. I REMEMBER SEEING THE SECOND DEER AT THE 1 O'CLOCK POS LOOKING LIKE IT WOULD BE BOUNDING UPWARD IN ITS RUN. AS THE ACFT PITCHED UP, I MOVED MY HAND TO THE FLAP LEVER AND I LOST SIGHT OF THE DEER UNDER THE COWLING. I THEN HEARD A LOUD THUMP AND KNEW WE HAD HIT THE DEER. THE ACFT DID NOT CHANGE ITS PITCH OR YAW AS A RESULT OF THE COLLISION. I SEEMED TO KNOW INSTINCTIVELY THAT THE DEER DID NOT HIT THE PROP OR FORWARD PART OF THE PLANE. THE THUMP HAD SEEMED TO COME FROM BEHIND ME. I PUT THE FLAPS TO 50% AND CONTINUED THE CLB. THERE WERE NO UNUSUAL SOUNDS OR VIBRATIONS DURING THE CLBOUT. I COULD NOT SEE ANY DAMAGE TO THE STABILIZER AND POSITIVE CTL OF THE ELEVATOR AND TRIM WAS CONFIRMED. IN LEVEL FLT, I NEEDED NO RUDDER INPUT OR ANY CHANGE IN ROLL TRIM TO KEEP THE ACFT FLYING STRAIGHT. FROM THIS, I CONCLUDED THAT THE MOST LIKELY IMPACT POINT WAS THE SIDE OR BOTTOM OF THE FUSELAGE AFT OF THE PAX COMPARTMENT. NOT KNOWING THE EXTENT OF THE DAMAGE, I WANTED TO GET THE ACFT ON THE GND ASAP. I PERFORMED A LOW FLY-BY OF THE RWY, AND LANDED THE ACFT UNEVENTFULLY ON THE THIRD APCH TO RWY 4. AS I EXITED THE ACFT, I NOTICED THE STEP ON THE PORT (PLT) SIDE WAS BENT AFT ABOUT 30 DEGS. CLOSER INSPECTION CONFIRMED THAT THE SHAFT OF THE STEP HAD BEEN BENT, BUT THE BASE WAS NOT TWISTED, THERE WAS NO SIGN OF DEFORMITY IN THE ACFT SKIN OR FRAME AT THE POINT WHERE THE STEP IS ATTACHED TO THE ACFT. THERE WAS NO OTHER SIGN OF IMPACT ANYWHERE ELSE ON THE ACFT. AFTER A THOROUGH PREFLT, I ELECTED TO FLY THE ACFT BACK TO ITS HOME FIELD. THE SUBSEQUENT FLT AND LNDG WERE UNEVENTFUL. AN INITIAL LOW FLY-BY OF THE RWY COULD HAVE BEEN ATTEMPTED PRIOR TO LNDG AT AN UNCTLED RURAL FIELD AT NIGHT.

Synopsis

SR20 PLT STRUCK A DEER WITH THE BOARDING STEP WHILE EXECUTING A GAR FROM A RURAL ARPT AT NIGHT.

ACN: 675956

Time / Day

Date : 200510
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 300

Aircraft : 1

Controlling Facilities.Tower : DCA.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll

Aircraft : 2

Controlling Facilities.Tower : DCA.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 3

Controlling Facilities.Tower : DCA.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 4000
ASRS Report : 675956

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Function.Oversight : PIC

Person : 5

Affiliation.Government : FAA
Function.Controller : Local

Person : 6

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.ControllerA : 6
Resolatory Action.None Taken : Insufficient Time

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

AT 300 FT AGL, A BIRD IMPACTED THE CAPT'S WINDSCREEN AND OBSCURED MY VISION. THE FO WAS FLYING, LANDED, AND WE WERE INSTRUCTED TO TAKE RWY 33 OR THE TXWY JUST PRIOR TO RWY 33. UPON TURNING OFF, I SAW A REGIONAL JET ON THE TXWY TO OUR R, BUT I COULDN'T TELL WHICH TXWY IT WAS ON OR GAUGE THEIR MOVEMENT DUE TO HIS TAXI LIGHT BEING TURNED OFF AS WE CLRED THE RWY. I ALSO HAD A DIFFICULT TIME SEEING WHERE THE TXWY WAS THAT WE WERE SUPPOSED TO USE DUE TO VERY POOR LIGHTING IN THAT AREA. GND CTL TOLD US TO KEEP MOVING AND CLR THE RWY SINCE ANOTHER AIRPLANE HAD BEEN CLRED FOR TKOF BEFORE WE WERE COMPLETELY OFF THE RWY. THERE SEEMED TO BE NO COMPLETELY CORRECT COURSE OF ACTION FOR US.

Synopsis

A319 PLT IS UNABLE TO DETERMINE SAFEST COURSE OF ACTION FOLLOWING NIGHT LNDG AT DCA. LCL CTLR WANTED HIM OFF THE RWY FOR A DEP AND TAXIING TFC OBSTRUCTED HIS EXIT FROM THE RWY.

ACN: 671725

Time / Day

Date : 200509

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 4000

Aircraft : 1

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

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

ASRS Report : 671725

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Birds

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Left Oil Temp Gauge

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

ACFT AT 4000 FT ON DEP, BIRD STRIKE IN THE AREA OF THE CAPT'S FEET NEAR STRAKE. ALL ENG PARAMETERS NORMAL. AT FL310, FO NOTICED L ENG OIL TEMP 136 DEGS, LIGHT ON. LEVEL AT FL320, ACCOMPLISHED 'OIL TEMP HIGH' CHKLIST. DECLARED EMER, CONTACTED DISPATCH. BEGAN RETURN TO ZZZ WITH ZZZ1 AS AN OPTION. OIL TEMP STAYED BELOW 135 DEGS WHEN ENG PWR WAS KEPT

HIGH. APCHING ZZZ, ENG OIL TEMP ONCE AGAIN PASSED ABOVE 135 DEGS. 3 MINS PRIOR TO LNDG, 15 MIN LIMIT IN CAUTIONARY TEMP RANGE WAS MET. SHUT DOWN L ENG. LANDED OVERWT AT 200 FPM. ASKED THAT EMER EQUIP ACCOMPANY US TO THE GATE.

Synopsis

FLT CREW OF MD80 EXPERIENCES BIRD STRIKE ON CLB. AT CRUISE, L OIL TEMP EXCEEDS LIMIT. EMER DECLARED. RETURNED TO DEP ARPT.