# BIRD STRIKE COMMITTEE EUROPE

Brussels, May 1981
BSCE/15 WP **26**.

ACCIDENTS AND SERIOUS INCIDENTS DUE TO BIRD STRIKES TO TRANSPORT AIRCRAFT

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#### Summary

Accidents and Serious Incidents throughout the world during 1979 and 1980 are briefly summarised. In these two years there have been no hull losses and no injuries due to bird strikes to this class of aeroplane. This is a considerable improvement on previous years, but it is not known if this is due to greater awareness, improved bird control measures, or is purely random.

## BIRD STRIKE COMMITTEE EUROPE

### ANALYSIS WORKING GROUP

# ACCIDENTS AND SERIOUS INCIDENTS TO TRANSPORT AIRCRAFT 1979

Aircraft over 5700 kg (12500lb) and Executive Jets

	27	TOTAL ()	iei Moo va	(ISDUDIDI E	and executi	ve Jets				
Date	Aircraft	Regn	Operator	Location	Total Aboard	Injury to Occupants	Damage to Aircraft			
19.3.79	B747	5RMFT	Air Madagascar	Marseilles France	122	NIL	Substantial			
	During landing, at 50 feet, sircraft ingested gulls (Larus argentatus) into engines No 1, 2 and 3. Engine No 1 was changed (4 fan blades torn) and engines 2 and 3 repaired locally. (Engines P & W JT9D-70A). (Source: French Reporting System)									
10.4.79	DC9	H5-IST	Swissair	Zurich Switzerland	~	NIL	Slight			
	Abandoned take-off at about V <sub>1</sub> due to running into a flock of birds. Runway was wet and aircraft over-ran by 20 metres. There was slight damage. (Source: Iloyds List)									
1.5.79	A300B	4ª	Indian Airlines	New Delhi India	~	NIL	-			
	During flight from Bombay to New Delhi struck bird causing extensive damage to left-hand wing. Plane landed safely at New Delhi. (Source: Lloyds List)									
25.8.79	DC10	-	-	Detroit USA	-	NIL	Substantial			
	During take-off struck flock of starlings (Sturnus vulgaris) causing damage to 14 blairs in engine 1 and 16 blades in engine 3. Over 700 birds were killed. (Source: FAA)									
2.10.79	8747	N622US	Northwest Orient	Prestwick UK	310	NIL	Substantial			
	At rotation struck flock of lapwings (Vanellus vanellus). One engine shut down, aircraft returned. One engine changed due to fan and suspected core damage. Two other engines required fan blade and cowling changes. Aircraft showed at least 9 impacts of which 6 on wings and gear. (Engines P & W JT9D-7Q) (Source: UK Reporting System)									
27.11.79	HS125	-74	Irish Government	Casement Nr Dublin Eire	3	NIL	Substantial			
	Flock of tirds crossed runway during take-off. Take-off was abandoned but the aircraft over-ran and one main gear and nose gear were torn off. Subsequently found that no birds were ingested by the engines.									

Date

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#### ANALYSIS WORKING GROUP

Accidents	and Serious	Incidents	to	Transport	Aircraft	1980
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	Acc	idents a	nd Serious	Incidents t	o Transpo	ort Aircraft 1980	
	Aircraft	Ragn	Operator	Location	Total Aboard	Injury to Occupants	Damage to Aircra
	B727	•	Olympic	100	120	NIL	Minor
	Aircraft was after a bird (Source - Fl	strike on v	vindscreen. A	cy landing on incraft landed	Lesvos, a Gr safely despi	reek island off NW coast te pilot's vision being	of Turkey, obstructed.
	B737	CF-	Pacific Western	-		NIL	Minor
	Birds ingesto (Source - BS)			engine damaged	such as to r	equire changing.	
0	B747	OY~KHA	SAS	Copenhagen			
	At 150 kts or returned. No (Source - BS)	o 2 engir≏ v	vas found to ha	ruck a flock of ave slight dama	birds. Engge. The rep	ine No l was damaged ar air cost was about 150,	nd the aircraft 000 US dollars.
•	A300B	***	Air Inter	Lyon Satolas	248	NIL	Minor
	blade separa returned saf	tion, titan ely.	the Deft-hand end fire and here.	oled fan cowlin	bird ingest g. The engi	ion, which resulted in ne was shutdown, and th	a fan e aircraft
0	DC8-62	HB-IDL	Swissair	Istanbul	-	NIL	Minor
	Abandoned tail Checked all due to fan b (Source - IA	engines and lade damage.	found traces	l strikes on tal of birds in eng	ke-off, engi ines 2, 3 &	ne 2 & 3 had EPR drop t 4. Engine 2 later chan	o 1.0-1.2. ged at base
0	B747	F-BPVF	Air France	Lyon Satolas	253	NIL	Minor
	No 3 failed.	Extensive debris was	fan damage hol scattered on t	idoned take-off ed the cowling the runway. (En	. A number	(close to $V_1$ ), because of tyre fusible plugs b 9D7).	engine lew.
	Yak 40	v	~	USSR	-	NIL	Minor
	The aircraft vulture (Falc (Source - 'Fi	coniformes)	causing a 30 c	be and Kulyab : m diameter hole	in USSR when e in the air	it was rammed by a craft's nose.	•
	B737	OF-	Bastern Provincial Airways	Stephenville Newfoundland	-	NIL	Substantial
	suffered mass required second 5 years. The	sive failure ond shot to e engine was was 1.1 mill	e and caught fi put it out bet a total write ion 93 dollars	re. Fire went ore landing. A off, nothing,	out with fi Airport had	ft struck gulls. No 2 rst shot, but re-ignite suffered few strikes in wl or shroud were usabl	d and previous
0	TU134	ari.	Aeroflot	Near Mineral Vody USSR	ıye ~	NIL	Minor
	At 3800ft str was damaged, (Source - BSC	fuselage sk	in dented and	nt when in the one of the navi	climb at 20 igators nose	0 kts. The wing leading mounted windows holed.	g edge
80	B727	F-GCDE	Air France	Parts, Orly	74	NIL	Minor
	The radome ar of power on a	ut two eugin Mugines lan Mad wakt an	en were athuck d 0. The airc alternative r	a resulting in reft landed saf	the radome	undred gulls (Larus spp cracking and momentary : se of a strong crosswin	loss

Date	Aircrait	Regn	Operator	Location	Total Aboard	Injury to Occupants	Damage to Aircra	
20.11.80	Falcon 10	N223FJ	Private	Near Kansas City USA	3	NIL	Substantial	
	causing subst	antial struight under	ictural damage bright moonli	to the nose and	is when it left-hand	struck several geese (A tailplane. The incide	nser sp), nt	
13.12.80	TU 134	-	LOT	Istanbul	76	NIL	Minor	
	The aircraft one engine was found to be di (Source - 'F1	s shutdown amaged.	and the aircra	ills (Larus spp) aft returned saf	at 650 ft ely. The	shortly after take-off. other engine was subsequ	gently	
17.12.80	B737	G-BJFH	Air Europe	Manchester UK		NIL	Minor	
	During take-off at about 30 ft and 160 kts struck flock of black-headed gulls (Larus ridibundus) There was a severe jolt but all engine parameters were norma. Returned for over-weight landing using normal power setting and full reverse thrust on wet runkay. Found damaged fan blades necessitating change of both engines. No metal was lost and thrust loss was thought to be minimal. Thought that 3 or 4 birds went down each engine. Both air conditioning intakes were blocked and landing lump and flaps damaged.							
18.12.80	B727	G-BAFZ	Dan-Air	Over NE Coast	. <del>-</del>	NIL	Minor	

While cruising at 20,000 ft over St Abbs Head VOR at 294 kts the outer pane of the First Officer's windscreen shattered. After carrying out appropriate check list, normal descent and landing made. Blood deposits on remains of windscreen. (Source - UK Reporting System)