
Tailstrike on landing, Boeing 757-200, June 5, 2001

Micro-summary: This Boeing 757 encountered a tail strike on landing.

Event Date: 2001-06-05 at 0805 EDT


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>


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		NTSB ID: ATL011A064		Aircraft Registration Number: N750AT	
		Occurrence Date: 06/05/2001		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Atlanta		State GA	Zip Code 30337	Local Time 0805	Time Zone EDT
Airport Proximity: On Airport		Distance From Landing Facility: 0		Direction From Airport: 0	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 757		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On June 5, 2001, at approximately 0805 eastern daylight time, Delta flight 274, a Boeing 757, N750AT, experienced a tail strike while landing at Hartsfield Atlanta International Airport in Atlanta, Georgia. Flight 274 was operating under the provisions of 14 CFR Part 121 while on an instrument flight plan. Visual meteorological conditions prevailed at the time of the flight, and there were no injuries. The flight departed at 1210 and operated as a scheduled domestic passenger flight from Jorge Chavez International Airport in Lima, Peru.</p> <p>According to the flight crew, there were two pilots, five flight attendants, and 82 revenue passengers on board flight 274. This leg of the flight was flown by the First Officer. The First Officer said, "When I made my walk around in Lima, I noticed a large number of crates that were prepared for loading onto the aircraft. This seemed unusual, especially in view of the fact we carried virtually no cargo on the trip from Atlanta. Since we were flying a B-757, rather than a B-767, which is more normally flown in our category, the Captain and I discussed the different flying characteristics of the B-757 and the need to take the B-757's tendency to pitch down somewhat abruptly following touchdown into account upon landing."</p> <p>Upon arriving in Atlanta, the Captain recalled that the final approach and flare appeared normal. The Captain also noted, "At some point during the flare, the tail of the aircraft apparently contacted the runway, although it was not evident to us in the cockpit." While on the landing flare on runway 27R into Hartsfield Atlanta International Airport, the tail of the airplane collided with the ground.</p> <p>Examination of the airplane revealed belly skin damage on the tail section aft of the drain mast. The aft pressure bulkhead showed buckles between S-29 left and S-29 right stringers. Buckles were also noted in the lower web of the aft pressure bulkhead.</p> <p>Data recovered from the Flight Data Recorder revealed the airplane touchdown at 0805:35 at 110.25 knots and a pitch attitude of 10.37 degrees. Touchdown is based on the air/ground switch state change. The vertical acceleration spike (1.265 g's) at 0805:36.64 indicates the time of the tail strike. The max pitch angle (11.25 degrees) was recorded at 0805:37.05. The VREF airspeed for the airplane is 128 knots.</p> <p>Both pilots were given additional flight training and returned to normal duty. .</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ATL011A064			
		Occurrence Date: 06/05/2001			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
THE WILLIAM B HARTSFIELD ATLAN	ATL	1026 Ft. MSL	27R	11889	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Type Instrument Approach: ILS-complete					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		757		22223	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 186	Certified Max Gross Wt.	232000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	P&W	pw2037	38200 LBS		
- Aircraft Inspection Information					
Type of Last Inspection		Date of Last Inspection	Time Since Last Inspection	Airframe Total Time	
Continuous Airworthiness		05/2001	Hours	45646.7 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
DELTA AIR LINES INC		1020 Delta Blvd.			
		City	State	Zip Code	
		Atlanta	GA	30320	
Operator of Aircraft		Street Address			
Same as Reg'd Aircraft Owner		Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: Delta Airlines Inc.			Operator Designator Code: DALA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL01IA064
	Occurrence Date: 06/05/2001
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 59
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 01/2001
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Medical Cert.: Class 1	Medical Cert. Status: None	Date of Last Medical Exam: 03/2001
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	7238	1681								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	216	216								
Last 30 Days										
Last 24 Hours	7	7								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Lima	State	Airport Identifier LIM	Departure Time 1210	Time Zone UTC
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Destination Atlanta	State GA	Airport Identifier ATL	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing: Company

Method of Briefing: Teletype

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ATL	0805	EDT	1026 Ft. MSL	0 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Clear Ft. AGL Condition of Light: Day

Lowest Ceiling: None Ft. AGL Visibility: 10 SM Altimeter: 30.14 "Hg

Temperature: 20 °C Dew Point: 19 °C Wind Direction: Density Altitude: 1658 Ft.

Wind Speed: Gusts: Weather Conditions at Accident Site: Visual Conditions

Visibility (RVR): Ft. Visibility (RVV) SM Intensity of Precipitation:

Restrictions to Visibility:

Type of Precipitation:

Accident Information

Aircraft Damage: Minor Aircraft Fire: None Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				5	5
Other Crew					
Passengers				82	82
- TOTAL ABOARD -				89	89
Other Ground					
- GRAND TOTAL -				89	89

National Transportation Safety Board

FACTUAL REPORT
AVIATION



NTSB ID: ATL01IA064

Occurrence Date: 06/05/2001

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

Phillip Powell

Additional Persons Participating in This Accident/Incident Investigation:

Al Watts

FAA certification

FAA