
Birdstrike on takeoff involving a Boeing 757-200 at Vancouver, British Columbia on August 27, 2004

Micro-summary: Birdstrike on takeoff damaged a slat on this Boeing 757-200.


Event Date: 2004-08-27 at 1130 PDT


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


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

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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA04IA175		Aircraft Registration Number: N526UA	
		Occurrence Date: 08/27/2004		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Richmond, BC		State	Zip Code	Local Time 1130	Time Zone PDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 757-200		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 August 27, 2004, at approximately 1130 Pacific daylight time, a Boeing 757-200, N526UA, received minor damage when the number six leading edge slat wedge was struck by birds during the initial takeoff, and the composite wedge subsequently delaminated over or near Richmond, British Columbia, Canada. The Airline Transport rated pilot and Airline Transport first officer, and an unknown number of additional crew members and passengers were not injured. United Airlines was operating the airplane as flight 426 under Title 14 CFR Part 121. Visual meteorological conditions prevailed for the cross-country passenger flight that originated from Richmond, British Columbia, shortly before the incident and was destined to Chicago, Illinois. An IFR flight plan had been filed.</p> <p>The flight crew reported hearing a "grinding noise" during initial flap retraction after takeoff. A flight attendant subsequently notified the flight crew that there was a loud "hum and vibration" coming from the right wing. The captain instructed the flight attendant to scan the wing for any anomalies. The flight attendant notified the crew of damage to the wing's leading edge. The flight crew immediately diverted to Seattle, Washington, and performed a normal landing.</p> <p>A post event assessment of the slat by United Airline's engineering staff said "while there is no evidence of bird remains, it is our opinion that the damage was due to impact following takeoff, most likely bird, with subsequent damage caused by flight loads. The crew did not observe birds in the area. The characteristic of the damage does not lend itself to fatigue/delamination of the slat as cause."</p> <p>This incident was delegated to the NTSB by the Canadian TSB.</p>					
FACTUAL REPORT - AVIATION					

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		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 757-200		Serial Number 24994	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 193	Certified Max Gross Wt.	240000 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: Pratt & Whitney	Model/Series: PW2037	Rated Power: 37500 HP		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 07/2003	Time Since Last Inspection 3485 Hours	Airframe Total Time 45605 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner United Airlines		Street Address P.O. 66100			
		City Chicago	State IL	Zip Code 60666	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: United Airlines			Operator Designator Code: UALA		
- 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; International; Passenger/Cargo					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA04IA175
	Occurrence Date: 08/27/2004
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 46
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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; Single-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? 01/2004
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 07/2004
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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	9170	5135								
Pilot In Command(PIC)		3825								
Instructor										
Last 90 Days		190								
Last 30 Days		69								
Last 24 Hours	4	4		4						

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 Vancouver, BC	State	Airport Identifier YVR	Departure Time 1116	Time Zone PDT
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Destination Chicago	State IL	Airport Identifier ORD	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing: Company; Commercial Weather Service

Method of Briefing: Telephone; Teletype

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SEA	1156	PDT	433 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Thin Broken			1900 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		4000 Ft. AGL	Visibility: 10	SM	Altimeter: 30.27 "Hg
Temperature: 17 °C	Dew Point: 13 °C	Wind Direction: 230		Density Altitude: Ft.	
Wind Speed: 5	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

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				4	4
Other Crew					
Passengers				124	124
- TOTAL ABOARD -				130	130
Other Ground					
- GRAND TOTAL -				130	130

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: SEA04IA175

Occurrence Date: 08/27/2004

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

James F. Struhsaker

Additional Persons Participating in This Accident/Incident Investigation:

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