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## Bang! on gear retraction, Boeing 737-236, G-BGDL

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**Micro-summary: On gear retraction, this Boeing 737 crew heard a "Bang!"**

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**Event Date: 1999-07-08 at 0745 UTC**

**Investigative Body: Aircraft Accident Investigation Board (AAIB), United Kingdom**

**Investigative Body's Web Site: <http://www.aaib.dft.gov/uk/>**

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## Boeing 737-236, G-BGDL

<b>AAIB Bulletin No:</b> 12/99	<b>Ref:</b> EW/G99/07/20	<b>Category:</b> 1.1
<b>Aircraft Type and Registration:</b>	Boeing 737-236, G-BGDL	
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney JT8D-15A turbofan engines	
<b>Year of Manufacture:</b>	1980	
<b>Date &amp; Time (UTC):</b>	8 July 1999 at 0745 hrs	
<b>Location:</b>	London Gatwick Airport	
<b>Type of Flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 6 - Passengers - 63	
<b>Injuries:</b>	Crew - None - Passengers - None	
<b>Nature of Damage:</b>	Slight damage to left engine fan blade and CSD oil cooler	
<b>Commander's Licence:</b>	Air Transport Pilot's Licence	
<b>Commander's Age:</b>	46 years	
<b>Commander's Flying Experience:</b>	11,800 hours (of which 7,030 were on type)	
	Last 90 days - 90 hours	
	Last 28 days - 40 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and information supplied by Central Science Laboratory	

The aircraft had just taken off on a scheduled flight when, as the landing gear was retracting at a height of some 100 to 200 feet agl, a loud 'bang' was heard and the aircraft shuddered and oscillated in roll momentarily. As the climb was continued, both pilots checked the engine indications which showed both engines to be operating normally. Shortly afterwards, however, a pungent smell became apparent on the flight deck and within the passenger cabin, and a passenger reported to the crew that flames had been seen emanating from the left engine for a short time. A 'Pan' call was transmitted and the aircraft then returned to Gatwick Airport where it landed without further incident.

An inspection of the aircraft revealed evidence of a birdstrike on the No.1 engine intake. One fan blade had been damaged and the constant speed drive (CSD) oil cooler matrix had become blocked and damaged.

Bird remains extracted from the engine were sent to the Birdstrike Avoidance Team at the Central Science Laboratory. The remains were identified, by microscopic feather analysis, to have come from a pigeon.