
Multiple bird strikes on takeoff, Boeing 737-229, G-CEAD, 17 October 2000

Micro-summary: This Boeing 737-229 experienced multiple bird strikes on takeoff.

Event Date: 2000-10-17 at 0615 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 737-229, G-CEAD, 17 October 2000

AAIB Bulletin No: 4/2001 Ref: EW/G2000/10/11 Category: 1.1

Aircraft Type and Registration: Boeing 737-229, G-CEAD

No & Type of Engines: 2 Pratt & Whitney JT8D-15A turbofan engines

Year of Manufacture: 1975

Date & Time (UTC): 17 October 2000 at 0615 hrs

Location: London-Stansted Airport

Type of Flight: Public Transport (Passenger)

Persons on Board: Crew - 7 - Passengers - 40

Injuries: Crew - None - Passengers - None

Nature of Damage: Bloodstains on No 2 engine intake bullet and cowling; also on inboard left wing leading edge and landing gear

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 47 years

Commander's Flying Experience: 6,917 hours (of which 403 were on type)
Last 90 days - 207 hours
Last 28 days - 82 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries

Shortly after take off, at a height of about 250 feet agl, the aircraft suffered multiple bird strikes as the landing gear was being retracted. The flight crew heard a 'thump' and observed a slight temporary reduction in the No 2 (right) engine pressure ratio (EPR) from 1.97 to 1.8; a burning smell was also noted in the cabin. A full emergency was declared and a visual circuit was flown at 1,500 feet agl with the take off flap 5 setting maintained. The Airport Fire Service was alerted and a normal (2 engine) landing was carried out on Runway 23 without further incident. After landing and returning to the ramp, an inspection revealed evidence of several birdstrikes, with bloodstains on the No 2 engine inlet 'bullet' fairing and on the inboard lip of this intake, in addition to bloodstains on the left main landing gear and the Kruger flap at the inboard end of the left wing leading edge.

A close inspection of the airframe did not reveal any significant damage. A visual inspection of the No 2 engine, including borescope examination of the compressor, revealed no damage. After removal of the bird debris, which was thought to be from wood pigeons, a 'full and free' check of

the flying controls and full power engine ground runs were performed satisfactorily and the aircraft was subsequently returned to service.