

## 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 1980

#	<u>Aircraft</u>	<u>Regn</u>	<u>Operator</u>	<u>Location</u>	<u>Total Aboard</u>	<u>Injury to Occupants</u>	<u>Damage to Aircraft</u>
4.80	B727	-	Olympic	-	120	NIL	Minor
	Aircraft was forced to make an emergency landing on Lesvos, a Greek island off NW coast of Turkey, after a bird strike on windscreen. Aircraft landed safely despite pilot's vision being obstructed. (Source - Flight Safety Foundation)						
4.80	B737	GP-	Pacific Western	-	-	NIL	Minor
	Birds ingested in both engines. One engine damaged such as to require changing. (Source - BSCE Representative)						
4.80	B747	OY-KHA	SAS	Copenhagen			
	At 150 kts on the T/O run aircraft struck a flock of birds. Engine No 1 was damaged and the aircraft returned. No 2 engine was found to have slight damage. The repair cost was about 150,000 US dollars. (Source - BSCE Representative)						
4.80	A300B	-	Air Inter	Lyon Satolas	248	NIL	Minor
	Shortly after lift off the left-hand engine suffered bird ingestion, which resulted in a fan blade separation, titanium fire and holed fan cowling. The engine was shutdown, and the aircraft returned safely. (Source - Lloyds List, Press and BSCE)						
4.80	DC8-62	HB-IEI	Swissair	Istanbul	-	NIL	Minor
	Abandoned take-off after multiple bird strikes on take-off, engine 2 & 3 had EPR drop to 1.0-1.2. Checked all engines and found traces of birds in engines 2, 3 & 4. Engine 2 later changed at base due to fan blade damage. (Source - IATA)						
4.80	B747	F-BPVF	Air France	Lyon Satolas	253	NIL	Minor
	During the take-off run the pilot abandoned take-off at 130 kts (close to $V_1$ ), because engine No 3 failed. Extensive fan damage holed the cowling. A number of tyre fusible plugs blew. Considerable debris was scattered on the runway. (Engine was JT9D7). (Source - BSCE Representative)						
4.80	Yak 40	-	-	USSR	-	NIL	Minor
	The aircraft was flying between Dushanbe and Kulyab in USSR when it was rammied by a vulture (Falconiformes) causing a 30 cm diameter hole in the aircraft's nose. (Source - 'Flight International')						
4.80	B737	CF-	Eastern Provincial Airways	Stephenville Newfoundland	-	NIL	Substantial
	Just after take-off from Stephenville, Newfoundland at about 300ft struck gulls. No 2 engine suffered massive failure and caught fire. Fire went out with first shot, but re-ignited and required second shot to put it out before landing. Airport had suffered few strikes in previous 5 years. The engine was a total write off, nothing, even the cowl or shroud were usable. The engine cost was 1.1 million US dollars. (Source - BSCE Representative)						
4.80	TU134	-	Aeroflot	Near Mineralnye Vody USSR	-	NIL	Minor
	At 3800ft struck flock of geese at night when in the climb at 200 kts. The wing leading edge was damaged, fuselage skin dented and one of the navigators nose mounted windows holed. (Source - BSCE Representative)						
4.80	B727	F-GCBE	Air France	Paris, Orly	74	NIL	Minor
	At 150 ft during the approach the aircraft struck a flock of a hundred gulls (Larus spp.). The radome and two engines were struck, resulting in the radome cracking and momentary loss of power on engines 1 and 3. The aircraft landed safely. Because of a strong crosswind the aircraft had used an alternative runway. (Source - BSCE Representative)						

<u>Date</u>	<u>Aircraft</u>	<u>Regn</u>	<u>Operator</u>	<u>Location</u>	<u>Total Aboard</u>	<u>Injury to Occupants</u>	<u>Damage to Aircraft</u>
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20.11.80	Falcon 10	N223FU	Private	Near Kansas City USA	3	NIL	Substantial
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The aircraft was descending through 7100 ft at 250 kts when it struck several geese (Anser sp), causing substantial structural damage to the nose and left-hand tailplane. The incident occurred at night under bright moonlight.  
(Source - ICAO ADREP system)

13.12.80	TU 134	-	LOT	Istanbul	76	NIL	Minor
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The aircraft encountered a flock of gulls (Larus spp) at 650 ft shortly after take-off. One engine was shutdown and the aircraft returned safely. The other engine was subsequently found to be damaged.  
(Source - 'Flight International')

17.12.80	E737	G-BJFH	Air Europe	Manchester UK	-	NIL	Minor
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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 normal. Returned for over-weight landing using normal power setting and full reverse thrust on wet runway. 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 lamp and flaps damaged.

18.12.80	B727	G-BAFZ	Dan-Air	Over NE Coast of UK	-	NIL	Minor
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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)