



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	PORTLAND, ME	<b>Incident Number:</b>	NYC961A022
<b>Date &amp; Time:</b>	11/02/1995, 1828 EST	<b>Registration:</b>	N373US
<b>Aircraft:</b>	BOEING 737-3B7	<b>Injuries:</b>	62 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Analysis

During rotation, on the takeoff roll, the right engine of a Boeing 737-3B7, ingested a bird. Several fan blades broke; however, there was no uncontained failure of the blades. There was no fire and the engine continued to run until shut down by the flight crew, after which the pilot returned for a single-engine landing. Feathers recovered from the engine belonged to a bird with a weight between 2.7 to 6.4 pounds, and a average weight of 3.8 pounds. The engine performed within the limits of its certification criteria.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: a bird strike during takeoff, which resulted in failure of several fan blades in the right engine and a partial loss of engine power.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings  
1. (C) OBJECT - BIRD(S)  
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Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings  
2. 1 ENGINE  
3. COMPRESSOR ASSEMBLY, FORWARD FAN - OVERLOAD

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	13140 hours (Total, all aircraft), 271 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N373US
<b>Model/Series:</b>	737-3B7 737-3B7	<b>Engines:</b>	2 Turbo Fan
<b>Operator:</b>	USAIR	<b>Engine Manufacturer:</b>	CFM
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	CFM56-3B2
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	PWM, 74 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 350°
<b>Temperature:</b>	10° C	<b>Visibility</b>	1.75 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(PWM)	<b>Destination:</b>	PHILADELPHIA, PA (PHL)

## Airport Information

<b>Airport:</b>	PORTLAND INT'L JETPORT (PWM)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	11	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	6800 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	6 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	56 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ROBERT L HANCOCK	<b>Adopted Date:</b>	03/21/1996
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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