



National Transportation
Safety Board

Memorandum

DATE: March 29, 2012

TO: Director, Office of Aviation Safety, AS-1

FROM: Division Chief, Aviation Engineering Division, AS-40 *CD*

SUBJECT: ENG11IA051

On September 26, 2011, a Boeing B-757-222, registration number N526UA, operated by United Airlines (UAL) as flight 909, and powered by two Pratt & Whitney PW2037M turbofan engines, experienced a left engine (No. 1) bird strike following touchdown on runway 35R at the Denver International Airport (DEN), Denver, Colorado. No new information has been gathered, and no changes are necessary to the facts already gathered. This memorandum is to clarify and correct the Safety Board's determination of the probable cause of the engine failure. The original probable cause statement and the proposed changes are listed below.

Original Probable Cause Statement:

The initial damage to the fan blades was caused by the ingestion of a Red-Tailed Hawk that caused one or more fan blades to fracture, striking the fan case causing it to bulge. The bulged fan case moved into the path of the other passing fan blades producing various sized blades fragments that creating a cascading effect of collateral impact damage to the other fan blades, the fan case, and the inlet cowl.

Proposed Revised Probable Cause Statement:

The initial damage to the fan blades was caused by the ingestion of a Red-Tailed Hawk that caused one or more fan blades to fracture, striking the fan case and causing it to bulge. The initial fan blade fragment release impacted and damaged other passing fan blades generating various sized blades fragments. Some of these blade fragments were propelled forward of the fan case by passing fan blades and were reingested, creating a cascading effect of collateral impact damage to the other fan blades, the fan case, and the inlet cowl.

DATE:

TO: Deputy Director of Regional Operations

FROM: Director, Office of Aviation Safety, AS-1

[] Approved

Comments:



Thomas E. Haueter
Director