

NTSB Statement - UA1175 SFO-HNL 13 February 2018

Name: [REDACTED]

Employer: United Airlines ([REDACTED] 777 First Officer)

Position on UA1175: Flight Deck Jumpseat/ Observer

I was on the flight deck jumpseat [REDACTED]
[REDACTED].

Approximately 30 minutes away from HNL, at **FL360**, the aircraft experienced a very loud bang followed by severe airframe vibration. Captain [REDACTED] took control of the aircraft and FO [REDACTED] started working on the ECL (electronic checklist).

From that point on, I aided and assisted Captain [REDACTED] and FO [REDACTED], as needed, with ATC communications, cabin crew coordination, PA announcements, ECL confirmation/ completion/ review, landing configuration/ performance evaluation, fuel crossfeed/balancing, navigation assistance, and engine/ airframe damage assessment.

The right engine was shutdown, a Mayday call was made, and HCF (Honolulu Control Facility) vectored us to HNL as an emergency aircraft.

Due to continued airframe vibrations, I was sent aft to evaluate the status of the right engine, right wing, & empennage. At the same time, the lead FA came to the flight deck to brief with Captain [REDACTED].

I reported that the right engine was oscillating and the cowling was missing; with no apparent damage to the wing or noticeable fluid leaks but there were rumbling noises & vibrations in the aft galley area. Additionally, I took a live picture and video clip of the right engine with my work iPad to show Captain [REDACTED] and FO [REDACTED] what we were dealing with.

We continued to HNL, had the cabin prepared, checking controllability as we configured the aircraft, and successfully landed on 8R without further incident. Fire/Rescue inspected the aircraft and we taxied to gate 6.

[REDACTED]