

January 15, 2025

National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, DC 20594-2000

Subject: Tail Strike – UPS Flight 2918 – January 09, 2025

This is a statement of events to the best of my recollection leading up to and following a tail strike being provided to the NTSB upon their request on January 13, 2025. I was the Captain and pilot flying on UPS Flight 2918, N324UP, from Louisville Muhammad Ali International Airport (KSDF) to Ontario International Airport (KONT). This was an operating leg which followed a same-day positioning deadhead from KONT to KSDF.

Taxi, takeoff, departure, and cruise were uneventful. Prior to descending via the JCKIE2 arrival, I briefed the STAR and the ILS 8L.

SOCAL approach told us to expect the visual 8R, so we briefed this new approach with a backup RNAV(Y) 8R approach. We configured and captured the course and path uneventfully. We were stable at 1000 feet and 500 feet, and I disconnected the autopilot sometime between 1000 feet and 500 feet to align with the runway. About 50 feet, the first officer noticed an airspeed decay and directed a go-around, which I accomplished.

Considering high-volume traffic at Ontario, environmental conditions, and our fuel state, I informed SOCAL approach that we wanted to divert to San Bernardino International (KSBD). They cleared us to San Bernardino and the ILS to runway 06. The approach was stable at 1000 feet and 500 feet. At approximately 100 feet, I disconnected the auto-throttles, per procedure and subsequently began a normal flare and round-out. At approximately 15 feet, I felt the aircraft nose come up and sink rate accelerate. We contacted the runway slightly more firmly than usual, but the aircraft did not bounce. Once on the runway, we received an aural "WINDSHEAR" warning. At approximately 60 knots during rollout, the "TAILSKID" EICAS appeared. During taxi-in, the First Officer remarked that he could not reset the stabilizer trim. I conducted a post-flight walk around, discovered the damage to the underside of the aircraft and completed the required logbook write-up.

Sincerely,

Captain Jeffrey McMillen

January 15th, 2025

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This is a statement of events to the best of my recollection leading up to and following a tail strike being provided to the NTSB upon their request on January 13, 2025. I was the First Officer and pilot monitoring on UPS Flight 2918, N324UP, from to Louisville Muhammad Ali International Airport (KSDF) to Ontario International Airport (KONT). This was the first leg of a one-day trip.

Taxi, takeoff, departure, and cruise were uneventful. Prior to descending via the JCKIE 2 arrival, the Captain briefed the STAR and the ILS 8L. Later, SOCAL Approach told us to expect runway 8R. The Captain then briefed the 8R approach and we continued.

We were cleared the visual 8R, backed up RNAV(Y) 8R in VMC conditions. We configured and captured the inbound course and glideslope uneventfully. We noted the winds the whole way down the approach were gusty with moderate turbulence throughout the approach. Surface winds were reported out of 010 degrees gusting to 30 knots. We were stable at 1000' and 500', and I made the appropriate call outs. The Captain disengaged the autopilot after the 500' stable call. The autothrottles were left on per procedure. We became unstable due to windshear on short final and I called "Go Around". The Captain immediately initiated a missed approach. Due to our fuel situation and better wind reports at our alternate of San Bernardino International (KSBD), we elected to divert there instead of holding or attempting a second approach into KONT.

ATIS at KSBD was reporting winds of 060 at 6 knots. Halfway to KSBD, the ride improved to occasional light chop. SOCAL Approach asked us to slow down to our final approach speed early because we were number two for the airport. We complied with the request. We were cleared for the ILS Runway 6. The approach to the runway was normal and I made the appropriate call outs. We were stable at 1000' and 500'. The captain disengaged the autopilot after the 500' callout and the autothrottles disengaged at approximately 100 feet. At 15 feet, the aircraft sank fast, and the nose simultaneously pitched up. About 1.5 seconds later, we touched down. Once on the runway, we received an aural "Windshear" warning. The roll out was normal and we brought the aircraft to a safe taxi speed, exited the runway, and parked in our assigned spot. During the taxi in I stated I could not reset the stabilizer trim. The Captain and I conducted a post-flight walk around and discovered the damage to the underside of the aircraft and the Captain completed the required logbook write-up.

Sincerely,

First Officer Michael Cornelius

[Redacted Signature]

[Redacted Signature]