

MAY 1973

11. GENERAL LECTURES

- 11.1. "The Result of the Preventive Bird-Strike Work in Denmark", by LtCol E.P. Schneider, Denmark.
- 11.2. The Bird Strike Problem and P.R. in W-Germany, by Dr. J. Hild , W-Germany.
- 11.3. The Bird-Strike Problem and P.R. in Norway, by Mr. Gunnar Lid, Norway.
- 11.4. Le probleme oiseaux en France, activités de recherche, Mr. M. LATY France.
- 11.5. Presentation of a book covering all aspects of bird problem for aviation by Mr. Blokpoel, Canada.

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The Result of the Preventive Bird-Strike Work in Denmark
by LtCol E. P. Schneider RDAF

I

In the preventive flight safety work it is often difficult to prove that the work you have done has improved the safety standard. This is also the case when talking about preventing Bird-Strike.

II

The preventive Bird-Strike work was accelerated in Denmark in 1969, but already in 1968 a new Bird-Strike reporting system was started and has remained unchanged since then, so the Bird-Strike statistics from 1968 is based upon the same basis.

The preventive work was first of all directed against the en route problem, which is one of the major problems for the low flying, high speed military aircraft.

The restrictions put on flying were as follows, using the 0 to 8 point scale for measuring bird intensities.

Intensity 7 and 8 no flying below 2000 ft during daytime and 3000 ft at night.

Intensity 5 and 6 flying below mentioned altitudes is only allowed if the mission dictates so.

III

The enclosed statistics are covering the 5 year period 1968 - 1972 and are based upon number of Bird Strike en route per 1000 flying hours.

In 1968, where there was no restrictions in force, there is a remarkable peak in the Bird-Strike rate in the autumn period 15 AUG - 15 NOV where you would expect the bird migration to take place.

A correspondent peak can not be seen in the spring, and this is probably due to the fact that flying over Denmark with jet aircraft below 2000 ft is prohibited in the period 15 APR - 15 JUN due to the whelping season of the minks. For that reason it is only relevant to look at the statistic in the autumn period to see the effect of the flight restriction.

The rates for mentioned period for the 5 years are
1968 - 21.8, 1969 - 10.3, 1970 - 7.0, 1971 - 10.5, 1972 - 6.0.

As it can be seen from these figures the rate has been reduced from 21.8 to the half or less.

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IV

The statistical material is small but statisticians who have analysed the material have concluded that :

"The bird-warning system has caused a significant reduction in number of Bird-Strikes".

V

An analysis of the statistics indicates peaks outside the normal migration periods. F.ex. DEC 1969 and MAR 1969, most of the Bird-Strikes in March took place in the first half of the month.

AUG 1969, also here the first part of the month had the most Bird-Strike. MAR 1971 also has a peak with most of the Bird-Strike before the 15th in the month.

As these peaks probably were caused by heavy bird-movements outside the traditional migration periods restrictions to flying was changed in AUG 1971 to be valid the whole year instead of only the spring period 15 MAR - 15 MAY and the autumn period 15 AUG - 16 NOV. The result of this change is not yet clear.

NUMBER OF BIRD STRIKES PER HOUR ON THE ROUTE

FIG. 4

