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Birdstrike test alters B-787

Boeing acknowledged that the horizontal tail section of the 787 Dreamliner had cracked slightly during a so-called "bird-strike" test, but described the incident as a routine part of developing the new jet. Spokeswoman Lori Gunter said the test was part of the development process and not a certification test, so the company's engineers strongly object to applying "the f-word," meaning failure. "It wasn't a test you pass or fail. It was a test you learn from," she said.

In the November test, engineers fired an 8-pound gel pack — simulating a large bird — from a high-speed cannon, hitting the leading edge of the wing-like section. The test helps assess what would happen to the tail section if the plane collided with a real bird in flight.

The outcome was "a very small crack that we just weren't comfortable with," Gunter said. The crack extended through a thin metal strip along the leading edge to the carbon-fiber reinforced composite plastic of the tail structure.

Engineers decided to thicken the metal edging strip and to add an extra ply of composite tape at that point on the tail. The horizontal tail, like the rest of the 787 airframe, is largely made from carbon-fiber reinforced plastic. The structure is built up by applying layers of graphite tape soaked in resin; it is hardened by baking in a high-pressure oven. Gunter said thickening the ply was "an easy fix" that involved no significant redesign of the structure.

Seattle Times

IBSC Issues Guidance for Aerodromes

The International Birdstrike Committee has released its guidance for airport operators in its Best Practice Guide on its website: www.int-birdstrike.org. This 19 page .pdf file, titled "#1 - Standards for Aerodrome Bird/Wildlife Control", can be downloaded for free. Based upon various governmental recommendations, it can serve as a 'quick reference' guide for airport operators worldwide.

A Harey time in Milan

Wild hares at Milan's Linate airport seem to have only one thing on their mind, and their excessive mating and growing numbers have blocked takeoffs, landings and radar systems. Officials on Sunday mounted a daylight raid to keep these furry creatures off the runways, part of a twice-annual capture to keep the airport population under control.

"There are always hares at the airport, the problem is that lately there were too many, and they cause problems with the radar and sensors that monitor the airport," said Nicoletta Angioni, spokeswoman for SEA, the company that operates Milan's airports. Blowing whistles and waving their arms frantically, some 200 volunteers spooked the hares out of their holes and into waiting nets. The animals - 57 hares and four wild rabbits - were put in wooden crates and transferred to a wildlife preserve, officials said. Usually the hare hunts takes place overnight, when the airport's runways aren't terribly busy, but because there were so many hares this season, officials mounted a daylight capture so volunteers could better catch their bounding prey.

Associate Press

Milan is Italy's second largest city, Linate is Milan's second largest, close-in, airport. The airport was closed for 3 hours during the hare roundup - Editor



Crows sabotage B-737

Birds managed to ground one of freight carrier TNT's 737s at Istanbul's Ataturk airport. The 737's pilots started up the auxiliary power unit (APU) before departing for Liege in Belgium, then noticed a sudden increase in temperature of the APU. The tower informed them that smoke was coming from the 737's tail. When technicians arrived to inspect the APU they found lancets, shears and other parts of burned metal. The pilots initially suspected that the 737 had been sabotaged and asked the airport authority to investigate.

TNT left staff on the apron to check subsequent flights. The next day a 737 freighter landed at Ataturk Airport and parked in the same area near the cargo terminal. During the day, staff saw birds, mainly crows, carrying metal objects in their beaks. The birds flew round the back of the APU and tried to put the objects in its exhaust. This continued all day. The airport authority started an investigation about the metal objects. Last year, the special cargo bonded warehouse was destroyed in a fire. There is still some damaged cargo in the area, including pieces of metal, which zoologists believe could attract birds, particularly crows.

The Ataturk airport authority said it doesn't normally use the parking area where the TNT 737 was kept. But TNT's freighter was sent there on this particular day because of a parking problem. Since the incident, TNT has been covering the APU when the plane is parked.

Flightglobal.com

Another cogent argument to clean up airport FOD? - Editor

EDITORIAL EAGLE EYES

Never let it be said that our readers are not eagle eyed. In our first edition we mentioned ‘...training for wildlife biologists who write plans...’ only to hear, loudly, from the regulators that biologists don’t write airport wildlife plans, airports do. Biologists write wildlife hazard assessments. Well, obviously airports don’t write plans, either, airports being entities without fingers to tap the keyboards. What the regulators are trying to say is that the airport has to take ownership of its wildlife plan, have a responsible airport executive sign the plan and then see that it is implemented.

In another gaffe, we cited Tersan and Benomyl as control products for earth worms. They are no longer listed and not available for this use. The only insecticide available is Sevin, a wide spectrum product with its own problems. Perhaps some research into earth worm control is in order?

In any event keep those cards, letters, emails and spitballs coming. It will keep us honest.
Paul Eschenfelder - Editor
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ACCIDENT REVIEW

Pau, France

Our last newsletter reported on the crash, which killed a passenger in a nearby vehicle, of an Air France Fokker 50 jet in Pau. Press reports included a comment by a crew member that the aircraft flew through a flock of birds on takeoff, leading to the speculation that bird ingestion had caused the aircraft to lose thrust and crash.

Further investigation has revealed that there was no bird ingestion damage to either of the engines. Given the fact that the airplane was unable to climb (never really became airborne) and the wintry conditions prevailing at the time of the accident, it appears much more likely to be an icing caused accident.

USAF T-38 CRASH

The USAF T-38, a twin engine training jet, which crashed in northern Mississippi in January was initially believed to have encountered a flock of Canada geese.

Cited in the *Air Force Times* the Accident Investigation Board now believes that the aircraft, valued at \$6 million, struck a flock of mallard ducks. The aircraft was part of a two ship
(cont’d page 4)

(T-38 cont'd from page 3)

low level training mission. The mishap aircraft struck the ducks on the nose, causing the canopy to fail. Pieces of the canopy went into both engines, causing power loss or failure of both engines. The instructor pilot concluded the aircraft could no longer fly and ordered an ejection by both pilots.

“...causing power loss or failure of both engines....”



Speaking of dual engine ingestions.....

- **Rome- July 2007— Delta B-767-400, on departure, ingested yellow legged gulls into both engines just after liftoff. One engine severely damaged, other engine minor damage. Safe return to land.**
- **Chicago— March 2007—United B767-300, on departure, ingested ducks just after liftoff. One engine destroyed (spectacular night video of engine on fire by amateur photographer), other engine with bird remains. Safe return to land.**
- **Washington Dulles— March 2006— A-320, on landing, struck large flock of starlings. Over 270 dead birds found on runway. Both engines damaged by ingestion.**

Anybody want to go flying?



www.birdstrikecanada.com

BSC-Canada is sponsoring the 2007 Bird Strike Conference to be held September 10-13 in Kingston, Ontario.

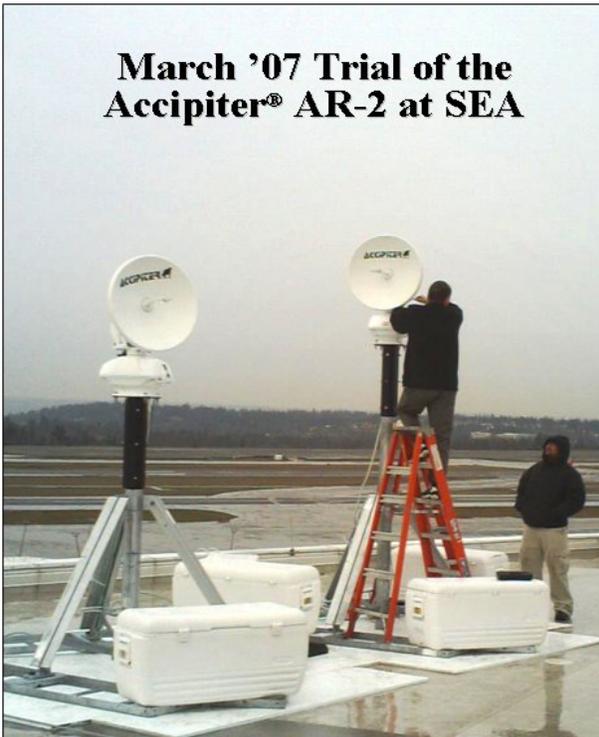
The preliminary agenda is posted at: <http://www.birdstrikecanada.com/>

Hotel reservations are due no later than July 30th, after which reservations can no longer be guaranteed. Registration and hotel booking forms are available on the website.

SEATAC Tests Bird Radar

In 2006, SEA was selected as the civilian airport to conduct the multi-year study funded through the FAA's Research and Development Branch, Atlantic City, New Jersey. The FAA is interested in a study that will apply scientific rigor to the development and testing of short-ranged radar hardware and its supporting bird detection algorithms. The SEA radar is unique from others in that it's comprised of two radars, the Accipiter® AR-2, compared to the one radar node being tested at DOD sites. The Accipiter® AR-2 will be expected to collect bird movement data out to 5 miles while sampling both the lower and upper altitudes (up to 3000 ft).

The Accipiter® AR-1 was successfully operated from the rooftop of the SEA Airport Office



Building for two weeks in March 2007. The purpose of this trial was to verify that this location offered minimal interfering radar "clutter" and to test for potential interference with the FAA's ASDE-X ground radar system. With the success of this first phase, the final design was completed and approved in time for a June construction date.

Most radar tests will be conducted with little additional effort by the Port of Seattle. To determine the strengths/limitations of the radar hardware and detection software relative to distance from the airport, fixed objects such as Mylar balloons, falconry, and remote controlled aircraft will be visually monitored concurrently with radar sampling. A mobile Accipiter® AR-1 on a trailer will also be used in this evaluation phase which is expected to continue for two years.

The Accipiter® AR-2 is considered the optimal method for collecting data on wildlife use over a growing number of storm water facilities around SEA. The results of this study will help the Port of Seattle finalize its wildlife hazard mitigation BMP. The USDA-Wildlife Services had originally planned to conduct this study until it was known SEA was selected as the demonstration airport for this new radar system. Even if the Accipiter® AR-2 only meets its lower range of expectations, it will still allow more, and in many ways, better data to be collected compared to the human observer which is limited to daylight observations.

This collaborative effort is being conducted with funding from a FAA R&D grant through Dr. Ed Herricks at the FAA Center of Excellence in Airport Technology, University of Illinois - Urbana. Both SEA radars have been leased through Sicom Systems Ltd., Ontario, Canada. Installation and operational support will be provided by the Port of Seattle.

For more information contact SEA biologist Steve Osmek; osmek.s@portseattle.org

UK Study Shows Mandatory Reporting Increases Strike Reports

A recent study commissioned by the UK's CAA has determined that the 2004 change in regulations requiring reporting of all bird strikes to aircraft rather than those strikes causing 'significant' damage or thought to pose a safety threat has increased the

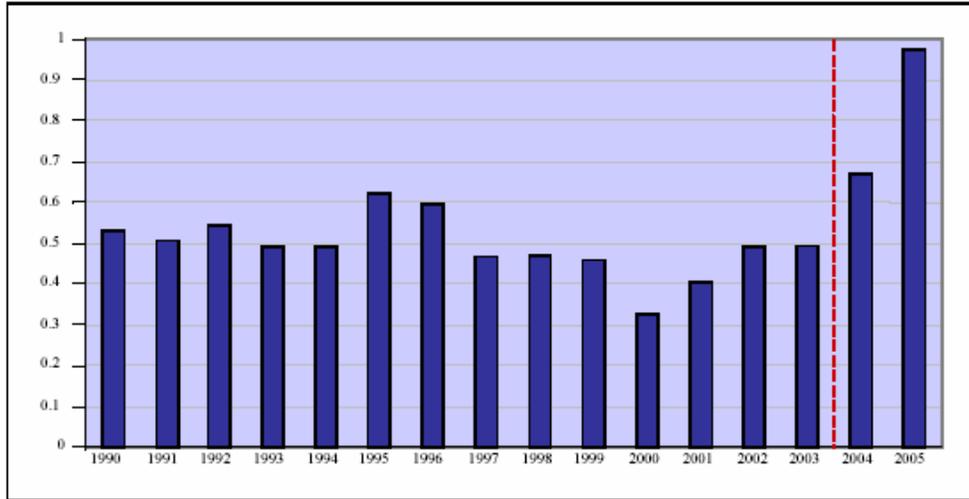


Figure 1 CAA database reports (1990 – 2005) per 1000 ATMs

Note: the red dashed line indicates the start of the mandate.

number of reports submitted by airports and aircraft operators.

The CAA had been concerned that the reporting level was deteriorating and that the new mandate would assure a proper and more accurate level of reporting.

The report makes a number of recommendations to improve the completeness and accuracy of reporting of birdstrikes, including improved communication and the sharing of information with Industry; improvements to the reporting system; clarification of the objectives of the reporting system and the interpretation of reports; and the obligations on Industry.

The entire report can be viewed online at: www.caa.co.uk/docs/33/2006_05.pdf.



Aviation Week & Space Technology

Bald Eagle Delisted!

On June 28, 2007, Secretary of the Interior Dirk Kempthorne announced the removal of the bald eagle from the list of threatened and endangered species. After nearly disappearing from most of the United States decades ago, the bald eagle is now flourishing across the nation and no longer needs the protection of the Endangered Species Act.



Photo by Mike Lockart/USFWS

However, bald eagles are still protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. The Eagle Act (16 U.S.C. 668-668c), enacted in 1940, and amended several times since then, prohibits anyone, *without a permit issued by the Secretary of the Interior*, from "taking" bald eagles, including their parts, nests, or eggs.

Bald eagles may now be treated like other protected birds. USF&WS permits, along with applicable state permits, will be necessary prior to harassing or taking eagles.



NEXT WILDLIFE HAZARD TRAINING SESSION

Embry-Riddle has scheduled its next Airport Wildlife Management seminar in Seattle on October 17-19, 2007. This is a change from the previously announced date.

This seminar is acceptable to the FAA Administrator to fulfill the FAA's training requirements for airport personnel supervising wildlife control on airports, airport personnel's annual training requirement and the training requirement for biologists who wish to conduct airport wildlife assessments or write airport mitigation plans.

The seminar is three days in length. The first two days consist of classroom sessions led by four of the nation's top wildlife management experts. These sessions allow for plenty of interaction with the instructors, opportunities for questions and networking with fellow participants. Day three features a field trip to the host airport, during which hands-on wildlife mitigation exercises will be performed and mitigation techniques discussed.

Participants who successfully complete the seminar will receive a certificate of completion and continuing education units (CEU) from Embry-Riddle Aeronautical University.

You may register online at Embry-Riddle's website <http://www.erau.edu/ec/soctapd/wildlifeseattle.html> or call 866-574-9125 for more information. Hotel reservations may be made at the Holiday Inn SEATAC, 206-248-1000, ask for the Embry Riddle Airport Wildlife Seminar rate.