SCIENCE DIMENSION

Vol. 7 No 6 1975

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Science Dimension is published six times a year by the Public Information Branch of the National Research Council of Canada. Enquiries should be addressed to: The Editor, Science Dimension, NRC, Ottawa, Ontario. K1A 0R6, Canada. Tel. (613) 993-3041.

La revue Science Dimension est publiée six fois l'an par la Direction de l'information publique du Conseil national de recherches du Canada. Pour tous renseignements, s'adresser à la rédactrice-en-chef, Science Dimension, CNRC, Ottawa, Ontario. K1A 0R6, Canada. Téléphone: (613) 993-3041.

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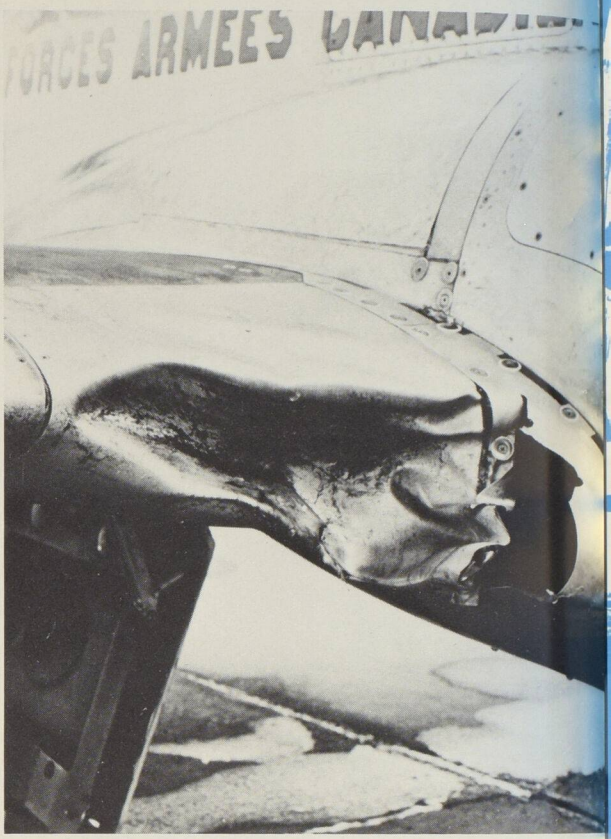
Printer Mortimer **Imprimeur**
31059-5-0001

Bird strike deterren
A feigned falco



Significant progress has been made in reducing the numb of bird-aircraft collisions, but still much remains to be done the speed aircraft travel today, the impact of even small bi can shatter a windshield, puncture a wing, or completely destroy a jet engine.

At Vancouver International Airport, when the usual det rents such as shell crackers, gas cannons, use of live shot and runway patrol vehicles failed to dispel large flocks of small shore birds called dunlins (sometimes numbering 8,000), the problem was brought to the attention of the National Research Council of Canada's Associate Commit on Bird Hazards to Aircraft. Studies were initiated using liv falcons and radio-controlled model aircraft as deterrents. T former method proved effective, but because of the costs involved in maintenance and training, falcons would be us only if other methods failed. The use of conventional-shap model aircraft did not have the desired effect.

Ornithologists advised the Committee that most birds a alerted by the shape of a predator. Would a falcon-shaped model aircraft then be more successful than a conventiona shaped one?

Captain Robert Randall (right), a DC-8 pilot with CP Ai who undertook to build a radio-controlled falcon-shaped model, is shown here with Captain Gordon Richardson, a member of the Committee. Trials were carried out last yea and the results proved successful. Dunlins, ducks, gulls an geese treated the falcon-shaped model as a potential threa and were effectively dispersed from the area. It still has to determined if, through repeated exposure to the model, the birds will learn that it is different from a live falcon and not threat to them. Further testing will be required before the technique can be fully evaluated. □