

**BIRD-RELATED ACCIDENTS  
IN HUNGARIAN MILITARY AVIATION  
1960-1995**

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**Summary**

In the last 35 years of Hungarian military aviation there have been 67 accidents, caused unambiguously by bird strike. This is 10.2% of all the known accidents of Hungarian military aircraft. There was one victim of the bird strike accidents, a pilot died. One fighter and 40 engines were written off.

**Key Words:** Statistics, Military Aviation, Mishap Investigation, Country

## 1. INTRODUCTION

Reports on accidents of Hungarian military aircrafts had been concealed until the end of 1995, it was impossible to publish them. Furthermore the investigation procedure caused inconveniences to the persons involved, so easier accidents were not even reported. From later discussions with pilots and mechanics we can draw the conclusion that much more accidents had happened than been registered. In few cases there were some bird parts found and identified with the help of the Hungarian Ornithological Society.

## 2. BIRD RELATED ACCIDENTS OF HUNGARIAN MILITARY AIRCRAFTS IN 5 YEARS PERIODS

(ICAO identification codes:

LHPA - PÁPA

LHSK - SZOLNOK

LHTA - TASZÁR

LHKE - KECSKEMÉT

LHSA - SZENTKIRÁLYSZABADJA

LHTL - TÖKÖL

LHBP - BUDAPEST)

### 2.1. 1960-1964: TWO MIG-15S DAMAGED

- a) June 2nd, 1960 06.25 a.m. LHTA at 500 m, 2 birds: imperial eagles (aquila heliaca)
- b) November 25th, 1963 LHSK at 70 m, windshild broken, aborted take-off

### 2.2. 1965-1969: FOUR MIG-21S' ENGINES, ONE MIG-17 AND ONE MIG-15 DAMAGED.

- a) February 22nd, 1966 LHSK at landing
- b) March 29th, 1966 LHPA at landing
- c) August 16th, 1966 18.20 p.m. LHKE at landing
- d) May 30th, 1968 08.24 a.m. LHPA at 250 m ,the cap of cockpit damaged, aborted take-off

- e) June 23rd, 1968 07.34 a.m. LHTA
- f) March 11st, 1969 23.19 p.m. LHKE

**2.3. 1970-1974: 22 MIG-21S' ENGINES, 2 MIG-15S, 1 L-29'S ENGINE, 1 AN-26 DEMAGED**

- a) January 6th, 1970 LHTA on the runway
- b) May 26th, 1970 LHKE, aborted mission
- c) July 14th, 1970 LHTA landing
- d) August 13rd, 1970 LHTA
- e) August 25th, 1970 LHTA
- f) September 12th, 1970 LHSK at 250 m, some of birds, nose section and verical stabilizer damaged.
- g) October 3rd, 1970 LHTA
- h) July 8th, 1971 LHTA
- i) August 28th, 1971 LHTA
- j) December 14th, 1971 LHKE
- k) January 22nd, 1972 LHTA
- l) March 30th, 1972 LHPA
- m) April 11th, 1972 LHKE
- n) July 18th, 1972 LHKE
- o) September 19th, 1972 LHTA
- p) October 17th, 1972 LHKE
- q) April 12th, 1973 LHSK
- r) June 7th, 1973 LHSK, aborted take-off
- s) June 28th, 1973 LHTA
- t) September 6th 1973 LHTA
- u) May 3rd, 1974 LHKE
- v) May 21st, 1974 LHTA
- w) September 5th, 1974 LHTA at 500 m.
- x) October 24th, 1974 LHPA
- y) November 26th, 1974 LHTA

z) December 18th, 1974 LHSA

**2.4. 1975-1979: 8 MIG-21S' ENGINES, 2 L-29S' ENGINES AND 1 AN-26 DAMAGED**

a) March 29th, 1975 LHPA

b) May 7th, 1975 LHSA

c) May 20th, 1975 LHPA

d) May 27th, 1976 LHKE

e) June 4th, 1976 LHSA

f) July 31st, 1976 LHKE

g) September 21st, 1976 LHKE

h) March 9th, 1978 LHSA

i) September 21st, 1978 LHPA

j) September 6th, 1979 LHSA

**2.5. 1980-1984: 10 MIG-21S, 1 MIG-23, 6 AN-26S AND 2 MI-24S DAMAGED**

a) July 28th, 1980 08.15 a.m. LHBP at 450 m, birds: woodpigeons, (Columba palumbus), common breeder, migrant

b) September 23rd, 1981 07.05 a.m. LHSA between 15-50 m, starlings (Sturnus vulgaris) very common breeder

c) March 23rd, 1982 LHSA at 500 m

d) March 3rd, 1983 15.05 p.m. LHSA landing at 30 m. a big bird

e) September 23rd, 1983 11.07 a.m. LHKE at 400 m, above the Salt Lakes, the speed: 800 km/h

f) October 30th, 1983 18.30 p.m. LHSA at 30 m. birds: dove (Streptopelia decaocto), very common resident; aborted take-off

g) March 27th, 1984 LHKE

h) May 17th, 1984 LHSA

i) July 4th, 1984 LHSA

j) July 10th, 1984 LHSA

k) July 24th, 1984 LHSA

l) July 28th, 1984 LHKE

m) August 10th, 1984 LHPA

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- n) August 17th, 1984 LH TL
- o) September 19th, 1984 LH KE
- p) October 5th, 1984 LH PA at landing
- q) October 5th, 1984 LH SA
- r) October 16th, 1984 10.05 a.m. LH TA at landing, engine shut down, one of the two pilots died, the MIG-21 fighter trainer was destroyed.  
Bird: bean goose (*Anser fabalis*) common on passage and in winter
- s) October 18th, 1984 LH KE

2.6. 1985-1989 2 MIG-21S' ENGINES DAMAGED

- a) October 17th, 1986 08.00 a.m. LH TA
- b) July 26th, 1988 11.36 a.m. LH KE at 250 m. aborted take-off

2.7. 1990-1994 1 MIG-21'S ENGINE DAMAGED

- a) May 13th, 1993 17.44 p.m. LH KE at 500 m, the speed: 600 km/h,  
bird: mallard (*Anas platyrhynchos*) very common resident

Out of the above mentioned, there has not been any more bird-strike reports in Hungary, until March 4th, 1996.

Summary

For an eleven year period, the occurrence of bird strikes in Norwegian military aircraft was analysed in this paper. From 1985 to 1995, the FROGAF experienced 325 collisions with birds, 10 of which resulted in the loss of an F-16. Two birds caused major damage to the aircraft whereas 29 caused minor damage. No pilot or other air crew personnel were killed during these years. Annual fluctuations and seasonal pattern in bird strike frequency are presented. The distribution of strikes by phase of flight and by altitude are also shown, as well as the types of aircraft that were involved. Of strikes in which the bird species or bird group was identified, gulls accounted for the greatest number (43%), and they were the responsible for a disproportionately high frequency of the strikes resulting in damage. It is concluded that their position as the most troublesome birds to aircraft in Norway

Key words: Summary, Military Aviation, Military Transport, Country