

BIRD STRIKE COMMITTEE EUROPE

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**SOME PROBLEMS ON THE VALUATION OF THE BIRD STRIKE  
TURBOPROP RESISTANCE**

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**Summary**

Under turboprop certification some specific problems on the valuation of the bird strike resistance were to be considered, for example: How to conduct the engine test - with a synchronisation of bird shots with screw rotation speed to avoid bird collisions with screw blades or without it? How to determine the active engine inlet area (for the valuation of necessary amounts of birds in test) taking into account the speciality of a turboprop inlet configuration? As a screw cuts a large bird into some fragments penetrating into the air canal of the engine and having a total mass greater than a summary mass of little birds flock, is it a necessity of additional testing of engine to confirm its resistance against little birds? These problems are discussed referred to one of the certificated turboprop.