



*Crew inspecting the aircraft after the birdstrike. Photo: Narve L. Skjærseth, The Norwegian Defence Logistics Organisation (NDLO)*

### **Pilot's report:**

During take-off RWY 15 at Ørland Air Station we discovered 4 swans in opposite direction. The sun had just risen over the horizon as we took off heading towards the sun. Suddenly the birds appeared as they came "out of the sun". The swans passed by the right wing as we heard that we hit something and we saw that one of the swans had hit the leading edge on the right wing. The damage appeared to be extensive and we elected to return visually for landing runway 15. After a quick visual inspection of the damage and check of cockpit instrument indications, the aircraft was configured for landing. A shallow approach with 50% flaps was flown. The tower was informed and fire and rescue trucks were ready to assist. When we taxied in to parking, we saw a couple of dead swans on the runway.



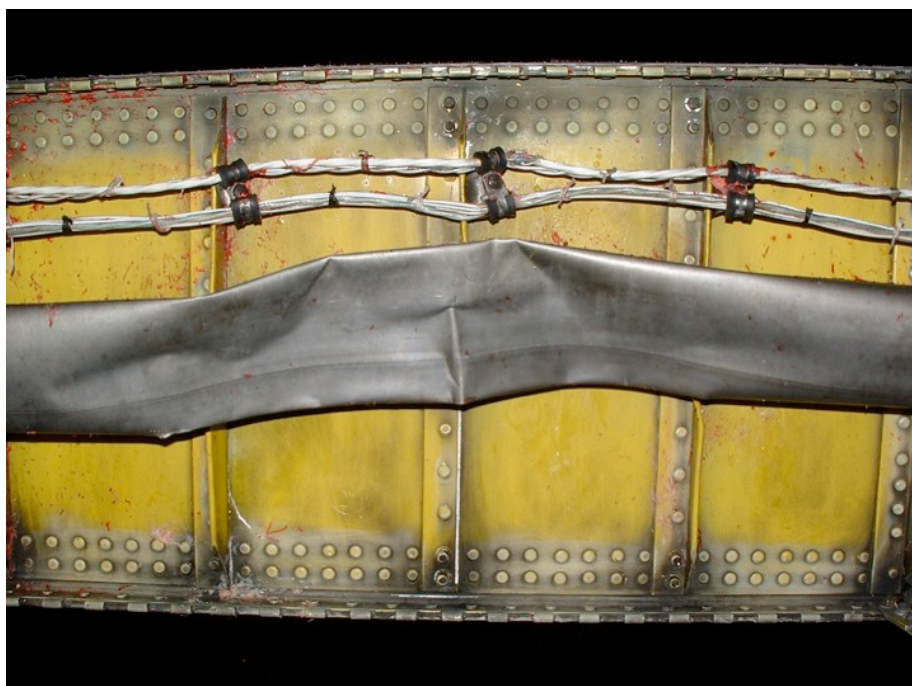
*The swan.  
Photo:  
Narve L.  
Skjærseth,  
NDLO*

**Excerpt from technicians' report:**

After landing the aircraft was inspected by maintenance personnel. A swan had penetrated the leading edge of the right wing outside of engine #4. Damage to the anti-icing ducts, structural stiffeners and fuel cell #4 were discovered. 3 structural stiffeners were deformed and cracked. #4 fuel cell wall was dented and ruptured. The sealing inside the fuel cell prevented a fuel leak. Quality assurance technicians inspected the aircraft. Their evaluation was that the aircraft was not cleared for ferry flight to home station for repairs. Maintenance personnel were deployed from home station to Ørland to perform repairs.



*Inside the wing after the birdstrike. Photos: Narve L. Skjærseth, NDLO*



*Inside the wing after cleaning.*