

## **SUMMARY IN ENGLISH**

During the Armed Forces training in nap of the earth flight using Night Vision Goggles – NVG (helmet-mounted image intensifier) – southsoutheast of Sveg, with helicopter 15, the helicopter collided with a wood grouse. The pilot manoeuvring the helicopter received serious injuries to the face. The helicopter's windshield and front door, at the same side, were damaged. The commander, who was supervising the flight, took over the controls and managed to land the helicopter.

Due to the prevailing weather conditions, there was no airborne search and rescue standby (FRÅD) available in the exercise area with the Swedish Maritime Administration's rescue helicopter, which was known prior to commencement of the exercise. This prompted marginal changes to the training session.

It is clear from the investigation that the risk analysis performed before the training only took into account the risk of bird strike to a limited extent, and that there was a lack of knowledge regarding helicopter 15's certification requirements with regard to bird strikes.

The accident was a result of the exercise not being sufficiently adapted in terms of altitude and speed on account of the incidence of grouse in the area.

A contributing factor was weaknesses in the risk analysis, where knowledge of helicopter 15's limited capacity to sustain a bird strike was lacking.

### **Safety recommendations**

#### **The Swedish Armed Forces is recommended to:**

- Develop the risk analyses concerning tactical requirements and low-level flight in helicopter operations, taking into account the helicopter's capacity to sustain a bird strike as well as the incidence and behaviour of birdlife. *(RM 2018:01 R1)*
- Ensure that access to airborne search and rescue standby corresponds to the requirements established in the risk analysis. *(RM 2018:01 R2)*