

1. LOCATION OF OCCURRENCE

Sheepwash Point, Lake Wellington, Victoria	Height a.m.s.l. (ft) -	Date 6.12.70	Time (Local) 1221	Zone EST
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2. THE AIRCRAFT

Make and Model Sikorsky S62A	Registration VH-ANE	Certificate of Airworthiness	Valid from 12.5.67	Valid to 11.5.76
Registered Owner Airfast Services Pty. Ltd., Eleventh Street, Mascot, New South Wales.	Operator Helicopter Utilities Pty. Ltd., P.O. Box 173, Mascot, New South Wales.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Longford Heliport	Time of departure 1124	Next point of intended landing Training Area Lake Wellington	Purpose of flight Flying Training	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Kevin V.W. GOSLING	Pilot	32	Commercial Helicopter	166	4,090	Nil
Colin A. PRICHARD	Pilot-under-Training	45	Commercial Helicopter	894	13,618	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

Captain Gosling, the operator's Check and Training Officer for the S62A aircraft, had that morning made one demonstration auto-rotational landing onto water, his first opportunity to practise emergency procedures on this type within a period exceeding the last ninety days. As Captain Prichard was to be made a Check and Training Officer, the aircraft departed for the training area with Captain Prichard and Captain Gosling in the left and right hand seats respectively. After practising various emergency procedures, Captain Prichard made an auto-rotational water landing into a light westerly wind. This was a tail-down landing, slightly fast at about 10 knots. Both pilots then discussed this landing. A second auto-rotational approach was begun from 1,000 feet, at 55 knots. The helicopter was flared at about 150 feet but, at about 75 feet, both pilots realised the ground speed was too high. Captain Gosling came onto the controls and together both pilots increased the flare with little apparent effect. As the aircraft neared the water it was levelled and full collective pitch was applied to cushion the touchdown. The aircraft struck the water at a forward speed estimated to be 20 knots, the nose pitched down into the 6 feet deep water and the aircraft overturned. After leaving the aircraft both pilots noticed that the wind was now easterly at about 5 knots.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot-in-command, who lacked substantial recent experience in emergency procedures on the type, elected to conduct auto-rotational landing practice in wind conditions which did not provide an adequate margin of safety.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 16.6.71
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DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".