

**Aviation Safety Investigation Report
199403351**

**Sikorsky Aircraft
S76**

09 November 1994

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199403351 **Occurrence Type:** Accident
Location: Karratha Airport
State: WA **Inv Category:** 4
Date: Wednesday 09 November 1994
Time: 1740 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Sikorsky Aircraft
Aircraft Model: S-76A
Aircraft Registration: VH-HUD **Serial Number:** 760138
Type of Operation: Instructional Other Training
Damage to Aircraft: Substantial
Departure Point: Karratha WA
Departure Time: 1640 WST
Destination: Karratha WA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL 1st Class	2500.0	6500

Approved for Release: Friday, November 18, 1994

The check and training pilot was demonstrating a single engine approach to a simulated helideck in crosswind conditions and towards the setting sun.

As the aircraft entered the flare for landing the pilot misjudged the approach and adopted a higher than normal nose attitude. During the manipulation of the controls to complete the landing the pilot lowered the collective control whilst holding aft cyclic control. This resulted in one main rotor blade striking the base of the vertical fin.

The pilot felt the contact but assumed it was a tail skid strike. The skid was inspected, and when no damage was found, the flight was continued.

The blade strike was discovered after the flight was completed.

The possibility of a blade strike on the tail during single engine landings is a known problem and is covered in Sikorsky Aircraft Customer Service Notice 76-62. The pilot was aware of the contents of this notice.