

**Aircraft type and registration:** Sikorsky S76A G-BHGK (heavy helicopter — public transport)

**Year of Manufacture:** 1980

**Date and time (GMT):** 2 December 1984 at 1610 hrs

**Location:** Norwich Airport

**Type of flight:** Training

**Persons on board:** Crew — 2                      Passengers — None

**Injuries:** Crew — None                      Passengers — None

**Nature of damage:** Damage to skin and aerals on underside

**Commander's Licence:** Airline Transport Pilot's Licence with Instrument, night and full Instructor's ratings

**Commander's Age:** 51 years

**Commander's total flying experience:** 9500 hours (of which 2500 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The purpose of the flight was to carry out a base check at Norwich Airport. The pilot undergoing the check switched the central warning panel lights to dim, as darkness was approaching, en route to Norwich. The undercarriage lights are also in this circuit and were therefore also automatically selected to dim.

During the first circuit the training captain simulated a No 1 engine malfunction early on the downwind leg followed by an AFCS malfunction just before the turn onto base leg. He instructed the pilot under check to carry out a Group A single engine landing.

On final approach the training captain thought he saw "3 greens", but as the speed decayed to 40 kt immediately before touchdown the undercarriage warning light and associated audio warning both activated. Although No 1 engine was restored and collective pitch was applied the aircraft touched its aerals on the runway.

In retrospect the training captain considers that in the ambient light conditions at the time, reflections from the other lights on the green perspex of the undercarriage lights made them appear illuminated.