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Mr M XXXXX
CAA
Canberra

Good morning XXX.

I have been referred to you by Capt. XXXX and others as I have for some time had a major concern with the present Helicopter Training syllabus.

You may be aware that XXXX and myself have initiated Robinson R22 safety courses here in Caloundra which have been vetted and endorsed by industry and insurance representatives. (BASI have allowed many of their officers to attend and a major rethink of the cause of many Australian accidents has resulted.)

The need for such courses has been driven by the highest accident rate aircraft, per capita, of any sector of GA - the R22 helicopter!!

With the CAA spending all the funds on the wrong end of the scale (the lowest accident rate - airlines) we realised that survival was only going to happen if the industry regulated and educated itself.

With over 60 people having attended these monthly courses and remaining accident free - we now have the statistics and experience to focus on those areas where problems still arise.

Some facts:

There have only been two known catastrophic engine failures in R22 helicopters in the world to date (since 1980!)

90% of R22 accidents happen with two POB -usually in a downwind situation.

Attending either our or the Robinson factory safety course reduces the accident rate by 70%.

90% of Australian accidents can be traced to faulty ab initio training.

90% of training helicopters in Australia are the R22.

The majority of R22 instructors in Australia are unaware or do not believe that the R22 is subject to sudden RRPM loss - power on - which can rapidly decay to an unrecoverable "rotor stall".

An average of 4 Australian R22 helicopters per year are written off in training with an instructor on board.

These accidents (approx 20) have all been in the landing phase of practice autorotations to the ground.
Many more machines have had severe damage due heavy landings.

The CAA regulators who determine the Pvt and CPL. syllabus have had minimal experience with ab initio training in the R22.

Most are used to high inertia rotor systems and have not had the feeling of "ring pucker" associated with low hour instructors teaching students EOL's to the ground and occasionally getting behind the eight ball with RRPM.

Should these same regulators require - **I am willing to supply a helicopter and instructor to allow these regulators the chance to try R22 ground terminating autorotations - at no cost to the CAA.**

In the interests of safety and to reduce an accident rate in training which does not relate to real life operations, I urgently request the following :

That the Pvt and CPL. helicopter training syllabus be amended as follows:

Practice engine off landings to the ground to be demonstrated to a student only by a grade one Helicopter instructor with a minimum of 1000 hour instructing on the R22. (Most CFI's have this experience)

Students may only need to demonstrate that they can carry out a practice autorotation to a power recovery - which in turn would be required to be carried out to a standard which would terminate in a safe landing should a real situation occur.

This request is supported by many experienced R22 instructors in the interests of safety.

Best Regards

Tony Carmody.

Nov 30\93