

**Aviation Safety Investigation Report  
199602195**

**Hughes Helicopters  
Hughes 500**

**11 July 1996**

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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](http://www.atsb.gov.au).**



Fret marks on the mating surfaces of the nut and the male nipple at the rear of the fuel control indicated that the engine may have operated for a period of time with the nut loose. Specialist metallurgical examination was unable to determine how long the nut had been loose. After the accident, a substitute sensing line was fitted and the engine operated normally. Examination of the maintenance documentation could find no evidence of any recent work being carried out on the sensing line.

