

**Aviation Safety Investigation Report  
199500011**

**Hughes Helicopters  
Hughes 300**

**04 January 1995**

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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).**

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:** 199500011                      **Occurrence Type:** Accident  
**Location:**                      Sassafras  
**State:**                      TAS                      **Inv Category:**                      4  
**Date:**                      Wednesday 04 January 1995  
**Time:**                      0700 hours                      **Time Zone**                      ESuT  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Hughes Helicopters  
**Aircraft Model:** 269C  
**Aircraft Registration:** VH-OBK                      **Serial Number:** 1190855  
**Type of Operation:** Commercial                      Aerial Agriculture - Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** Sassafras TAS  
**Departure Time:**  
**Destination:** Sassafras TAS

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	33.0	2326

**Approved for Release:** Tuesday, January 10, 1995

The pilot reported that he was spraying a potato crop and had 150 litres of chemical on board. Weather conditions were fine with a south easterly wind of three to five knots. He commenced his first run which was in a westerly direction and uphill.

At the end of the run he switched off the spray and commenced a left climbing turn to avoid a nine metre high hedge with a house behind. The aircraft did not respond to control inputs and started to head for the hedge. The pilot managed to avoid the hedge but said the aircraft felt "mushy" and started to go down. The aircraft hit the ground and rolled over.

The pilot did not claim there was any fault with the engine. He had been flying a more powerful turbine powered helicopter until recently when he was endorsed on the Hughes 300. He had limited experience on the aircraft type at the time of the accident.

