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ATSB Telephone Notification Form

Occ No: _____ Notification Officer: _____

Reporters Name: _____ Designation: AUSSAR

Location: Canberra Date/Time: 9-4-08 10:20 Phone No: 1800 815 257

Rego: VH-PLU Type: Hughes 500 Flt No: _____

Occurrence Date: 9-4-08 Time: 10:00 ? ☒ Local ☐ UTC (circle applicable)

Accident Location: Townsville State: QLD

First on Scene (circle): Police / Fire / Medical / Other Police Arrival (time): _____

Brief Description: helicopter crashed into

Local Police coordinating, all emergency in attendance

Lat/Long: ATSB will be investigating on-site

Aircraft Operator: _____ Owner: _____

Address: _____ Address: _____

Phone: _____ Fax: _____ Phone: _____ Fax: _____

Email: _____ Email: _____

PIC: _____ Lic Type & No: _____ Ph: _____

Address: _____ Fax: _____

Email: _____

Departure Point: _____ Intended Destination: _____

Actual Landing Point: _____ Operation Type: Powerline construction

Flt Rules: _____ Wx: _____

Site Accessibility: _____

POB: Crew: ☐ Pax: ☐ Emergency Services: ☒ Y ☐ N

Injuries: Fatal: ☐ Serious: ☐ Minor/Nil: ☐ Ground: ☐

Damage: Destroyed / Substantial / Minor / Nil (Circle Applicable)

Damage Description: _____

ELT Disabled: Yes / No Flt Recorders Quarantined: Yes / No Police Guard Yes / No

To:	Date	Time	Name	Date	Time	Name
CO HDO:				Invest T/L:		
T/L NCR:				CASA:		
D/Dir SIB:	<u>9-4</u>	<u>10:25</u>		Other:		
R & I:	<u>9-4</u>	<u>10:24</u>				

OA2008-02195 - Occurrence Details

Occurrence

Logged date	6/13/2021 12:13:28 AM			
Status	Approved for release			
Occurrence class	Accident			
Highest injury	Serious			
Occurrence date	4/9/2008			
Occurrence time	10:00 E. Australia Standard Time			
Public summary	On 9 April 2008, the crew of a McDonnell Douglas Helicopter Company MD369ER helicopter registered VH-PLU, experienced a substantial loss of engine power while conducting low-level powerline stringing operations. The helicopter impacted the ground and was seriously damaged. The two occupants were seriously injured. The investigation determined that the pilot in command was operating the helicopter with a fuel tank quantity that did not guarantee continuous operation of the engine at the flight attitudes experienced during the powerline stringing operation. As a result of the accident, the operator revised its fuel management procedures for powerline stringing operations.			
Property damage	No			
Property damage details				
Worst accident outcome	Major accident			
Defence effectiveness	Not effective			
Risk rating	High (500)			
ERC justification				
TSI reportable	Immediately reportable			
Ground injuries	Fatal	Serious	Minor	Total
	0	0	0	0

Location

Location	Townsville Aerodrome, SE M 16Km
Latitude	-19.36550000
Longitude	146.87280000
State	QLD
Country	Australia

Aircraft

Registration	VH-PLU
Type	Helicopter
Manufacturer	McDonnell Douglas Corp.

Model	369E
Engine type	Turboshaft
Engine manufacturer	Rolls-Royce
Engine model	250-C20R/2
Number of engines	1
Landing gear type	Skid
Fuel type	Kerosene
Year of manufacture	1991
Amateur built	
Maximum takeoff weight (kg)	1360
ELT Type	
ELT Fitted	
ELT Activated	

Airspace

Controlling agency	Aust Civil
ATS service type	Surveillance
ATS position	Departures
Airspace class	C
Airspace type	CTR

Operation

Registration	VH-PLU <small>Section 47E(d)</small>
Flight number	
Related runway	
Phase of flight	Manoeuvring/airwork
PIC status	Employee
Pilot flying role	Pilot in command
Departure aerodrome	
Destination aerodrome	
Actual landing	
Aerodrome proximity	Off aerodrome > 10 km
Operation type	Charter
Operation subtype	Other - (Charter)
Activity group	General aviation / Recreational
Activity type	Aerial work

Activity subtype	Other aerial work
Flight rules	VFR
Flight conditions	VMC
Altitude type	AGL (above ground level - ft)
Altitude	Below 5000
Exact altitude	
Other information	

Occurrence category

Registration	VH-PLU
Level 1	Operational Operational
Level 2	Fuel related Terrain collisions
Level 3	Starvation Collision with terrain

Damage level and injuries

Registration	VH-PLU			
Injury level	Fatal	Serious	Minor	Total
Crew		2		2
Passengers				
Aircraft damage level	Substantial			
Post impact fire	No			
Damage description				

Weather and environment

Cloud cover	Few (1-2 OKTAS)
Visibility (km)	
Light conditions	Daylight
Wind direction	
Average wind speed (kts)	
Cloud base (ft)	
Visibility reduced by	
Turbulence conditions	Nil
Icing conditions	Nil
Precipitation type	Nil
Precipitation intensity	Nil
QNH	

Outside temperature	
Light and variable (windspeed)	No
Maximum wind speed (gust)	
Dew point	
CAVOK	
Effective cloud ceiling	
Weather phenomena	

Safety factor

Level 1	
Level 2	
Level 3	