

**Aviation Safety Investigation Report
199400573**

**Hughes Helicopters
Hughes 300**

05 March 1994

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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.

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: 199400573 **Occurrence Type:** Accident
Location: 38km E Napier Downs
State: WA **Inv Category:** 4
Date: Saturday 05 March 1994
Time: 1200 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Hughes Helicopters
Aircraft Model: 269C
Aircraft Registration: VH-UFX **Serial Number:** 470593
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Triad Mine WA
Departure Time: 1040 WST
Destination: Erskine Oil Depot WA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	9250.0	11800

Approved for Release: Tuesday, June 28, 1994

After flying through some heavy showers, the pilot detected a vibration in the aircraft. He knew that the main rotor abrasion tapes sometimes came loose in rain, and when he detected a performance loss, he suspected that loose tapes may have been the reason for the vibration. He decided to land to remove the tapes. With maximum power selected, the pilot could not arrest the sink rate during the approach for the run on landing, and the helicopter landed heavily and bounced. As a result of the hard landing, the main rotor blades severed the tail boom.

Damage to the main rotor blades was such that it could not be determined if the blade tape had lifted prior to the accident. No other defects were discovered that could have contributed to the loss of performance.