Aviation Safety Investigation Report 199602474

Kawasaki Heavy Industries Kawasaki KH4

02 August 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.

Aviation Safety Investigation Report

199602474

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: 199602474 **Occurrence Type:** Accident
Location: Mt Sonder
State: NT **Inv Category:** 4
Date: Friday 02 August 1996
Time: 1100 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Kawasaki Heavy Industries
Aircraft Model: 47G3B-KH4
Aircraft Registration: VH-JAJ **Serial Number:** 2188
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Glen Helen NT
Departure Time:
Destination: Mt Sonder NT

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	20.0	350

Approved for Release: Friday, November 22, 1996

The pilot was conducting a flight to land three passengers onto the top of Mount Sonder. Prior to making an approach to the cleared area he carried out an engine power check which confirmed that the engine was developing sufficient power to accomplish a landing at the high altitude. The pilot then carried out an inspection of the landing area, and completed all four legs of the circuit. While turning onto final approach for landing he noticed a rapid reduction of the manifold pressure indication from 26"hg to 20"hg, accompanied by a loss of engine power.

The pilot was unable to continue to the intended landing area, and was committed to a landing on the sloping, rocky mountain side.

As the pilot reduced the helicopter's forward speed prior to landing the tail rotor struck a rock, causing a yaw. The pilot immediately closed the throttle and the helicopter came to a stop facing up the slope suffering substantial damage to the landing skids, and separation of the tail rotor blades.

No faults or malfunctions were found with the engine which may have contributed to the loss of power.

An inspection of the turbocharger revealed slight scuffing of the turbine wheel, but the assembly spun freely. The density controller and wastegate were removed for overhaul, obvious problems with these units being difficult to detect.

The reason for the loss of engine power could not be determined.