

**Aviation Safety Investigation Report
199700230**

**Hughes Helicopters
Hughes 300**

26 January 1997

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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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

Subsequent viewing of amateur video footage showed the latter part of the landing approach to be very shallow, followed by a classic example of overpitching with the main rotor disc coning and the RPM audio decreasing as the helicopter descended into the sea.

No fault was reported with the airframe or engine which may have contributed to the accident.

