

**Aviation Safety Investigation Report
198900816**

Hughes 269 B

30 July 1989

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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 CEO 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.

1. During descent, the pilot allowed the helicopter to commence a 360 degree pivot turn with a wind of 310 degrees magnetic at 10 to 20 knots.
2. Power and collective were applied at a point in the turn when the wind relative to the helicopter was at 250 degrees.
3. The tail rotor entered a vortex ring state and the pilot lost control.