

**Aviation Safety Investigation Report  
198903815**

**Hughes 269C Helicopter**

**14 October 1989**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198903815

**Occurrence Type:** Accident

**Location:** 65km NW of Gamboola QLD

**Date:** 14 October 1989

**Time:** 1245

**Highest Injury Level:** Serious

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	1	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Hughes 269C Helicopter

**Registration:** VH-FHI

**Serial Number:** 100877

**Operation Type:** Aerial Work

**Damage Level:** Destroyed

**Departure Point:** Gamboola QLD

**Departure Time:** N/K

**Destination:** Gamboola QLD

**Approved for Release:** 20th December 1989

#### **Circumstances:**

The helicopter was operating just above trees with little forward speed when the engine gradually lost power. The pilot was forced to attempt to land in an area covered with small trees. The engine stopped after the main rotor blades struck foliage and the helicopter fell heavily on its skids, which collapsed. The helicopter subsequently caught fire and was burnt out. Examination of the engine discovered that the number two big-end bearing had failed. It was also noted that the engine was internally damaged by pre-crash overheating and scoring. The reason for this damage could not be determined.

#### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. The engine lost power due to the failure of the number two big-end bearing. The reason for the failure has not been determined.
2. The pilot was forced to land unsuitable terrain.