

**Aviation Safety Investigation Report
198602643**

HUGHES 269-C

2 April 1986

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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 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.

Occurrence Number: 198602643
Location: 100km SW of Cloncurry QLD
Date: 2 April 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 830

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	2

Aircraft Details: HUGHES 269-C
Registration: VH-TES
Serial Number:
Operation Type: Aerial Work(Mustering)
Damage Level: Substantial
Departure Point: Devoncourt, 65km SW of
Cloncurry QLD
Departure Time: 0830
Destination: Devoncourt QLD

Approved for Release: July 18th 1986

Circumstances:

During a mustering operation at 100 feet above ground level the pilot noticed an unusual vibration in the aircraft. He decided to land in a nearby clear area to investigate the source of the vibration. As the pilot commenced the approach the engine suddenly oversped and the pilot immediately commenced an autorotational descent. The aircraft touched down while still moving sideways and rolled over. Inspection of the aircraft found that the short drive shaft from the engine to the transmission had failed. The failure was the result of the shaft overheating due to a lack of lubrication when the grease retaining boot on the drive shaft adaptor fell off. The clamp that held the boot in position was not found and the reason the boot was lost could not be determined. This accident was not the subject of an on-site investigation.