Aviation Safety Investigation Report 198601433

Hughes 269 C

21 October 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 <u>www.atsb.gov.au</u>.

Occurrence Number: Location:		198601433 Moorabbin VIC			Occurrence Type: Accident	
Highest Injury Level:		Nil				
Injuries:						
			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-IHV					
Serial Number:						
Operation Type:	Aerial Work (Survey)					
Damage Level:	Substantial					
Departure Point:	Hasting	gs VIC				
Departure Time:	1030					
Destination:	Moorah	bin VIC				

Approved for Release: May 4th 1987

Circumstances:

At the conclusion of a survey flight, the pilot elected to conduct a practice autorotative landing. The wind at the time was varying by about 30 degrees, and was gusting between 15 and 30 knots. The exercise proceeded normally until the helicopter had reached a height of about 10 feet above the ground. At this point the aircraft encountered heavy sink, and the pilot was unable to level the skids before the aircraft contacted the ground in a tail-low attitude. The tail boom was broken and both tail rotor blades were damaged. Although the pilot had extensive helicopter experience, his exposure to the lightweight types such as that involved in this accident was limited. It was likely on this occasion that he did not detect that the rotor rpm had decayed at a critical stage of the approach.