

**Aviation Safety Investigation Report  
199000011**

**Hughes 269A**

**12 July 1990**

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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:** 199000011

**Occurrence Type:** Accident

**Location:** 15km NW of Yuendumu NT

**Date:** 12 July 1990

**Time:** 1100

**Highest Injury Level:** Serious

**Injuries:**

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

**Aircraft Details:** Hughes 269A

**Registration:** VH-HOR

**Serial Number:** 430203

**Operation Type:** Aerial work

**Damage Level:** Substantial

**Departure Point:** Yuendumu NT

**Departure Time:** 0900

**Destination:** Yuendumu NT

**Approved for Release:** 11th December 1990

#### **Circumstances:**

The helicopter was engaged in cattle mustering operations. Whilst in level flight at an altitude of 200 feet, the pilot heard a loud noise and felt severe vibration from the engine, which subsequently failed. Following auto-rotation to ground impact, the aircraft rolled onto its side. The semi-conscious pilot was assisted from the wreckage by the passenger who had evacuated the cockpit unassisted. Strip examination revealed that the engine had failed due to broken conrod bolts and a separated conrod big-end cap from the No. 4 cylinder conrod assembly. This had resulted in internal mechanical damage sufficient to stop the engine.

#### **Significant Factors:**

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

1. Conrod bolt failure.
2. Loss of control during the landing. This accident was not the subject of an on-scene investigation.