

**Aviation Safety Investigation Report
198900817**

Hughes 269C

1 August 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.

Occurrence Number: 198900817 **Occurrence Type:** Accident
Location: 2 km south of Alice Springs NT
Date: 1 August 1989 **Time:** 1230
Highest Injury Level: Nil
Injuries:

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

Aircraft Details: Hughes 269C
Registration: VH-KKJ
Serial Number: 800952
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Alice Springs NT
Departure Time: 1200
Destination: Alice Springs NT

Approved for Release: 15 January 1990

Circumstances:

The pilot-in-command was carrying out flying training for the purpose of endorsing another commercial pilot on the aircraft type. He was demonstrating tail rotor emergency procedures by simulating a tail rotor failure using right pedal, with the intention of making an approach and run-on landing into a cleared area. He was not happy with the approach so went around and repeated the exercise. He again set the aircraft into the simulated tail rotor failure configuration, and continued the approach using about twenty degrees of left drift to maintain direction. At approximately ten feet above ground level he reduced power, and slowed the aircraft for the run-on landing. The aircraft, which was still drifting to the left, experienced a rapid sink rate and contacted the ground with its skids. It then rolled to the left and cartwheeled around its nose before coming to rest lying on its right hand side, facing back along the approach path. This accident was not the subject of an on-scene investigation.

Significant Factors:

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

1. The pilot simulated a tail rotor failure using right pedal, which was counteracted for with left drift.
2. The aircraft suffered rapid sink when the power was reduced for landing.
3. The aircraft was still drifting to the left at touch down.